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CITY OF BEAUMONT GENERAL PLAN



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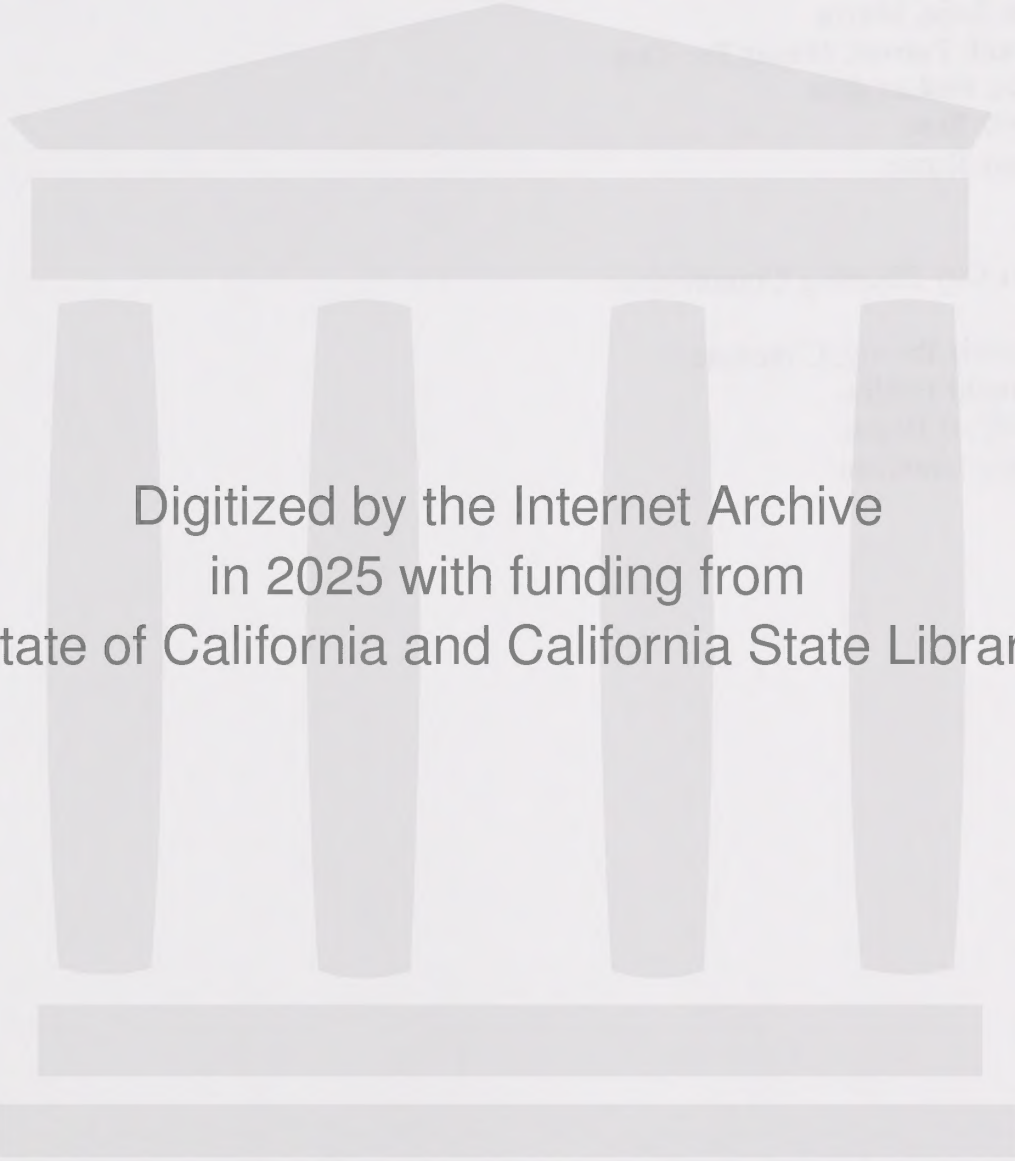
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- An excellent transportation system as the result of a major freeway junction and railroad main line.
- Available housing at competitive market prices; and
- Superb climate offering a change of seasons without temperature extremes or pollution.

As Beaumont continues to evolve, it will still evidence the basic factors responsible for its establishment: natural resources, progressive citizens and a strategic location.

The overriding purpose of the following document is to help guide the City toward achievement of its potential and the goals of its citizens as expressed in this General Plan for the City of Beaumont.

B. Purpose of the General Plan

Planning can be described as a process for making decisions about the future based upon adequate and comprehensive information. Local government is continuously involved in this process of identifying issues, analyzing them, forming goals and objectives, defining alternatives, selecting the desired option, implementing this option, and monitoring progress toward achievement of the goals and objectives.

However, the process is almost never this discrete and linear. In many cases, political realities, which demand difficult choices involving high demands and low resources, complicate the process and require continual redirection of plans and policies.

Today's economic, social and political pressures place even greater strains on this hypothetical planning model. Therefore, the need is for a major policy statement which can serve as a basis for meaningful, informed decisions by those responsible for the future of Beaumont.

For many years, the State of California has required each city and county to adopt a general plan concerning the local government's policies on the maintenance and improvement of existing development, and the location and characteristics of future development needed to achieve community goals. Therefore, one purpose for this General Plan is to fulfill state legal requirements per *Government Code* §65302. This is accomplished through inclusion of the following elements:

1. Land Use Element - Includes a description of land use categories, as well as growth development and management components (§65302(a)).
2. Circulation Element - Contains the master plans of arterial highways and non-highway transportation, plus a bikeways component (§65302(b)).

3. Housing Element - Discusses housing needs, constraints and funding (§65302(c)).
4. Natural Resources and Conservation Element - Defines natural resources and includes open space, energy and cultural resources components (§65302(d)).
5. Public Safety Element - Covers many areas, including geologic and flood hazards, high winds, air quality, crime prevention, fire, hazardous materials, infectious waste and radioactive materials (§65302(g)).
6. Noise Element - Discusses transportation, monitoring programs and land use integration (§65302(f)).
7. Public Services and Facilities Element - Includes flood control, waste management, water system, wastewater, transportation, emergency services, recreation, local parks and master plan of trails components.

In addition, the General Plan guides the City's legal exercise of powers delegated by the federal and state constitutions to control zoning and subdivision of land.

More significantly, the General Plan represents the statement of the City's goals and desires for the future as evolved from an extensive public participation process.

The General Plan is not a static document which resists change. Instead, it must be annually reviewed to assure responsiveness to changing conditions and needs of the community. This requirement for realistic review and adjustment of the Plan on an ongoing basis will be a major principle of the Plan's format and organization.

C. Use of the Plan

The Beaumont General Plan has been designed for use by decision makers and citizens who wish to understand long-range City policy, and use by planners, developers and other persons who need a land use policy document which assists the orderly development of the City toward adopted goals.

This document contains eight sections including the Introduction and the seven Elements. This is the prime statement of policy by the City of Beaumont. As such, it was the subject of full public hearings and environmental documentation prior to approval by the Planning Commission and adoption by the City Council. Any future amendments will require the same basic review and hearing process.

The Beaumont planning area considered in this document contains approximately 40 square miles, of which about 10 square miles are within the City's corporate boundaries, about 16 square miles are within the Sphere of Influence, and about 14 square miles are outside the

Sphere of Influence. The Sphere of Influence boundary has been approved by the Riverside County Local Agency Commission as the planning, annexation and future development boundary of the City.

The combined Master Environmental Assessment (MEA) and General Plan Environmental Impact Report have been prepared in conjunction with the General Plan. The format for the MEA is prescribed by the California Environmental Quality Act (CEQA) and serves to describe the City's environmental setting. The General Plan Environmental Impact Report covers specific environmental impacts which could result from the policies and programs in the General Plan.

The General Plan Program EIR was prepared in conformance with the California Environmental Quality Act (CEQA). The General Plan constitutes a "project" under CEQA. The purpose of the General Plan Program EIR is to inform the City Council, Planning Commission, interested agencies and parties, and residents in the City and surrounding communities of the environmental effects that would be caused by implementing the General Plan. The City Council's authority to adopt the General Plan is based on various legislative measures assigning the City Council responsibility for protecting and managing the environmental quality. Prior to making a decision on the Plan, the City Council reviewed and certified the Final Program EIR as providing adequate information on potential adverse environmental impacts.

The state created Program EIRs to distinguish EIRs prepared for policy statements from those prepared for implementing projects (§15168, CEQA Guidelines). Program EIRs, in contrast to project-specific EIRs, examine the environmental impacts of a series of related actions (e.g., Specific Plans, public works programs, etc.), including adoption of broad policy programs. Program EIRs also discuss policy alternatives and mitigation measures as well as the cumulative impacts such alternatives and measures may cause when implemented (§15168, CEQA Guidelines). The General Plan EIR is a Program EIR because it examines a series of goals, objectives, policies and programs, and the impact the implementation of those policies and programs would have on the environment.

The level of detail to be included in a Program EIR is addressed in the CEQA Guidelines which state, "The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR" (§15146). The CEQA Guidelines also indicate that a Program EIR should focus primarily on the general environmental effects that can be expected to result from Plan adoption, leaving more detailed analysis to be completed in conjunction with project specific documentation. Because the level of information regarding potential impacts from implementation programs and measures recommended in the General Plan is general at this time, the environmental impacts forecasts are sometimes general or qualitative in nature. In certain instances, such as future population, housing densities, traffic, etc., impacts are quantified to the degree feasible.

The Program EIR also plays an important role in establishing a structure within which future CEQA reviews of implementing projects can be effectively conducted. The Program

EIR focuses subsequent environmental review on relevant implementation issues. This concept of covering general matters in the Program EIR with subsequent addendums or other documents for specific projects is the intent of the Program EIR process. However, projects with unforeseen detailed environmental issues may require focused or supplemental EIRs. Based on the Program EIR or the MEA, many issues, such as regional and cumulative impacts of projects, may be eliminated from or focused in the review of projects which implement the General Plan. The Program EIR and MEA will provide the basis for the City's future environmental assessments, for identifying relevant issues and determining significance. This will allow the project-specific documentation to be focused solely on new effects of detailed environmental issues not previously considered (CEQA Guidelines §15168(d)).

D. Summary of the Plan

1. Plan Goals

This General Plan for the City of Beaumont is a strong statement of policies to guide the City toward achievement of the goals contained herein. As such, it is also a reflection of the hopes and aspirations of its citizens.

Each Element contains goals, objectives and policies. The following is an overview of each Element:

- a. Land Use Element - To establish a balance of land uses and a growth management program, and to base growth and development on the capacity of water, wastewater and circulation systems.
- b. Circulation Element - To develop a system based on the automobile, with the ability to adapt to other modes of transportation. This element also incorporates the transportation of goods and energy.
- c. Housing Element - To integrate demand and accessibility, supply and affordability, to provide ample housing opportunities, and to conserve an adequate housing stock.
- d. Natural Resources and Conservation Element - To prevent the elimination of rare or endangered wildlife and vegetation and to minimize the disruption of habitat and wetlands.
- e. Public Safety Element - To provide a safe living and working environment by identifying and raising citizens' awareness of public safety and natural hazards.

- f. Noise Element - To ensure the continuance of a quality of life not adversely impacted by high noise levels.
- g. Public Service and Facilities Element - To effectively integrate public services and facilities development goals with other land use development goals and to meet future demands by encouraging programming and funding.

These goals and implementing policies are restated in each of the seven Elements of the General Plan.

Table 1
Relationship of General Plan Elements to State-Mandated Elements

General Plan Element	State-Mandated General Plan Elements							Optional
	Land Use	Circulation	Housing	Conservation	Open Space	Safety	Noise	
Land Use	✓							
Circulation		✓						
Housing			✓					
Natural Resources/Conservation				✓	✓			
Public Safety						✓		
Noise							✓	
Public Facilities								✓

2. Land Use Policy Map

The graphic depiction of various land use classifications with density ranges and differing land use intensity shows how the Plan will guide future development. This Land Use Element Policy Map is included in Map Pocket 1.

Tabulation of the components of this Land Use Element Policy Map is presented in Table 2 for the area within the City's corporate boundaries and the areas within the City's Sphere of Influence. Table 3 presents these data for the Sphere of Influence. Table 4 is the data for the area outside the City's Sphere of Influence, but within the City's historic planning area.

Table 2
Land Use Policy Map Tabulation - Beaumont Corporate Limits

Land Use Category		Acres	% Total
1.1	Rural Residential	8,115	48.4
1.2	Low Density Residential	4,805	28.7
1.3	Medium Density Residential	365	2.2
1.4	High Density Residential	270	1.6
2.1	Neighborhood Commercial	110	0.7
2.2	Community Commercial	20	0.1
2.3	Highway Service Commercial	425	2.5
3.1	Light Industrial	35	0.2
3.2	Business Park	1,375	8.2
4.0	Public Facilities	205	1.2
5.1	Recreation	430	2.6
5.2	Conservation	595	3.5
SP	Specific Plan Overlay	12,100	71.6
Total		16,750	100%

Table 3
Land Use Policy Map Tabulation - Beaumont Sphere of Influence

Land Use Category		Acres	% Total
1.1	Rural Residential	5,045	46.6
1.2	Low Density Residential	3,975	36.7
1.3	Medium Density Residential	--	--
1.4	High Density Residential	--	--
2.1	Neighborhood Commercial	20	0.2
2.2	Community Commercial	20	0.2
2.3	Highway Service Commercial	150	1.4
3.1	Light Industrial	20	0.2
3.2	Business Park	370	3.4
4.0	Public Facilities	--	--

Land Use Category		Acres	% Total
5.1	Recreation	250	2.3
5.2	Conservation	975	9.0
SP	Specific Plan Overlay	9,825	90.8
Total		10,825	100.0

Table 4
Land Use Policy Map Tabulation - Beaumont Planning Area

Land Use Category		Acres	% Total
1.1	Rural Residential	5,660	62.1
2.1	Neighborhood Commercial	10	0.1
2.2	Community Commercial	45	0.5
4.0	Public Facilities	6	0.1
5.2	Conservation	3,400	37.2
SP	Specific Plan Overlay	9,120	100.0
Total		9,120	100.0

3. Plan Implementation

The General Plan is a tool to be used by City staff, City Planning Commission and City Council in ongoing decision making. As such, it is not absolute and inflexible. It requires annual review by the City Planning Commission to assure its adequacy (in accord with *Government Code §65400.b*).

Since it is not a regulatory document by itself, the General Plan must be implemented through a continuing series of zoning ordinances, financing programs, capital improvement programs, and other official actions by the City of Beaumont.

The primary means of implementing the General Plan is the City's zoning ordinance. As an exercise of the state delegated "police power," the City has the authority and responsibility to take actions necessary to promote the public health, safety and general welfare. Another means of implementing the Plan and its policies is the City's subdivision ordinance. Regulations of the design and improvement of land when it is divided for sale and/or development is an effective technique.

The City's housing and building codes are additional implementation tools. Most of these codes are fairly uniform from one city to another. However, there are opportunities for special procedures and requirements where local conditions warrant.

Perhaps the most important implementation tool for the future of the City is the development of an ongoing Capital Improvements Program. Beaumont's need for additional streets, water, sewer and drainage facilities, and other services must be carefully planned and programmed.

II. LAND USE ELEMENT

A. Introduction

1. Overview

The Land Use Element (LUE), one of the seven elements of the restructured General Plan, functions as a guide for future community development. In addition, it is an important tool for organizing residential, commercial, industrial and public facilities. All elements have the same planning horizon year (Year 2025) and growth assumptions to ensure internal consistency. The LUE identifies policies and programs in other City General Plan Elements which affect land use and provides guidance for future land use planning studies for the incorporated area and the City's sphere of influence.

2. Purpose

The Land Use Element describes goals, objectives, policies, programs and land use patterns for all the incorporated and unincorporated area within the City's sphere of influence. In narrative and graphic terms, the LUE establishes growth and development criteria and standards, including population density and building intensity for each land use category shown on the Land Use Element policy map. The land use categories are used to depict the general distribution, location, and extent of public and private uses of land for housing, business, industry and open space. In accomplishing this primary purpose, the Land Use Element fulfills the requirements of Section 65302(a) of the California Government Code, which establishes it as a mandated element of the General Plan. In addition, this element establishes the growth and development objectives which are used as the basis of all the goals, objectives, policies and programs contained in the other elements of the General Plan as required by §65302(b). For example, all public service and facilities (e.g., circulation, water and wastewater plans) planning is based on the growth and development policies contained in the LUE. This ensures consistency and coordination among the elements of the General Plan.

3. Relationship to Other Elements

A major objective of the General Plan restructuring and update is to achieve internal consistency among all elements of the General Plan. The Land Use Element contains the basic growth and development planning for the City, and summarizes the land use aspects of the other elements. However, all elements stand equal in terms of the importance of their goals, objectives, policies and programs.

4. Current Conditions

The State Department of Finance (DOF) provides population and housing data. According to DOF, the 1990 population of the City of Beaumont was 9,968 persons residing in 3,852 dwelling units, including 9,827 households and 141 group dwellings. Single family dwelling units accounted for 2,317 homes (60%), attached single family 139 homes (4%), multiple family units (2 to 4 units) 285 homes (7%), multiple family units (5+ units) 754 homes (19%), and mobile homes 357 units (9%). The total number of occupied dwelling units was 3,548. The average persons per household was 2.77 and the vacancy rate was 7.89%. In January 1992, figures were 10,363 persons, 3,857 dwellings, 2,440 single-family units, 1,417 multiple-family units, 5.65% vacant units and 2.79 average persons per household.

B. Goals, Objectives and Policies

1. Goals and Objectives

a. Balanced Land Use

To plan land uses to attain a balance of residential, industrial, commercial and public land uses.

The purpose of the Balanced Land Use Policy is to ensure that planned employment and residential opportunities make progress toward a balance of jobs and workers, that adequate medical, dental, shopping and retail services are located within convenient distance of each residential planning area, that public services and facilities have adequate capacity to serve development, and that parks and recreation services are provided to meet existing and future demand.

b. Phased Development

To phase development consistent with the adequacy of public services and facilities within the capacity defined by the General Plan.

The purpose of the Phased Development Policy is to ensure that development coincides with the adequacy of public services and facilities, especially where the public health, safety and welfare are concerned. Proper phasing of new development within the designated General Plan capacity through the provision of public services and facilities development is necessary to ensure that new development will not overload the existing facilities or be allowed to be completed without adequate facilities.

c. Housing Densities

To provide a variety of residential densities that permit a mix of housing opportunities affordable to the City's labor force.

The purpose of the Housing Densities Policies is to provide a wide range of housing densities that will permit a mix of housing opportunities, including both rental and ownership housing. The mix of densities is intended to make it possible to develop housing which is affordable to the labor force and offer those who work here a reasonable choice of living accommodations.

d. Land Use/Transportation Integration

To plan an integrated land use and transportation system that accommodates travel demand.

The purpose of the Land Use/Transportation Integration Policy is to ensure that transportation planning is assimilated into the land use planning process. The transportation system should support the land use plan as a whole, and individual circulation links should be in balance with localized land uses to provide an adequate transportation system for the City. When local or regional imbalances occur, appropriate improvements to the circulation system shall be provided or adequate project mitigation measures shall be developed.

e. Commercial and Industrial Centers/Transportation Access

To locate major commercial and industrial centers in areas that are easily accessible to existing or planned major transportation facilities.

The purpose of the Commercial and Industrial Centers/Transportation Access Policy is to ensure that major commercial and industrial centers are convenient and accessible to existing or planned major highway and transit facilities. These centers act as traffic attractors. Accessibility should be enhanced by high-capacity highway corridors and increased mass transit.

f. New Development Compatibility

To require new development to be compatible with adjacent areas.

The purpose of the New Development Compatibility Policy is to ensure that new development is compatible with adjacent areas and that it provides either a compatible land use buffer or transition use adjacent to such areas. Sensitive design treatment is required where one urban use transitions to another.

g. Creative Design Concepts

To encourage innovative concepts that contribute to the solution of land use problems.

The purpose of the Creative Design Concepts Policy is to encourage the use of innovative planning ideas that give variety to the character of development and solve site development problems. New design concepts can facilitate environmentally sensitive development and the economic and efficient provision of services and facilities. These design concepts would be implemented in preparing an overall design for the City and adoption of the following:

- (1) Design theme(s) for entire City.
- (2) Hillside development ordinance.
- (3) Slump stone perimeter walls in Specific Plans.
- (4) The preservation of deodora trees on Beaumont Avenue and street trees throughout the City.
- (5) A Parks/Open Space/City Beautification Concept Plan.
- (6) Architectural and landscape standards for rural/vacant land.

h. Enhancement of Environment

To guide development so that the quality of the physical environment is enhanced.

The purpose of the Enhancement of Environment Policy is to ensure that all land use activities seek to enhance the physical environment, including the air, water, sound levels, landscape, and plant and animal life. This policy does not mean that environmental enhancement precludes development. It recognizes the need to improve both the manmade and natural environments. Where aspects of the natural environment are deemed to be rare, endangered or unique, this policy requires measures be taken to preserve these aspects. Specifically, a beautification policy would guide the design of scenic highways and other details for new developments in specific plans.

i. Employment Development

To encourage development of employment land uses to achieve balanced phasing of development.

The purpose of the Employment Development Policy is to intensify and accelerate development of employment uses. Implementation of employment development is essential to achieving balanced land use and resolving the inefficient usage of the transportation

system, thereby mitigating deterioration in the level of service. Increased employment (trip attractions) will help reduce impacts on regional facilities, as well as distribute trips more evenly on the local network. The Development Monitoring Program (DMP) and associated Annual Monitoring Reports (AMRs) identify the phasing of development and infrastructure needs on an annual basis. Development of employment land uses should continue to be monitored through the DMP and AMR process to determine if the employment-to-dwelling units ratio is improving.

j. Transitional Use Policy

Transitional uses which are not specifically permitted by the Land Use Element (LUE) land use categories may still be deemed appropriate under certain circumstances and, therefore, may not require LUE amendments. The following are examples of circumstances under which transitional uses may be considered for specific sites.

- (1) Where a conflict exists between the LUE land use category and policies contained within other General Plan elements.
- (2) Where a conflict exists between the LUE land use category and a major LUE implementation policy.
- (3) Where environmental conditions, such as high noise levels, traffic levels, or site configuration, render the site no longer suitable for the uses permitted by the LUE land use category.

k. Land Use Category Boundary Interpretations

The LUE map shows boundaries that appear to follow topographic or manmade features. In certain instances these boundaries may require interpretation to respond to existing conditions. Boundary interpretation may be utilized as the basis for a LUE consistency determination for certain projects if both of the following conditions exist:

- (1) The proposed use would be compatible with the uses identified in the LUE for the surrounding area.
- (2) No significant environmental or public service impacts will be created as a result of the boundary interpretation.

l. Affordable Housing Sites

The 1.4 High Density Residential (8.1 to 16.0 DU/acre) land use category has been applied to lands suitable for densities which can accommodate affordable housing projects. All lands so classified are potential affordable housing development sites. In addition, lands

classified Specific Plan also contain candidate sites. The Land Use Element Policy Map shows areas which may be candidates for affordable housing projects.

m. Age Restricted Housing

In general, housing restricted to residents over 59 years of age has fewer impacts on public services and facilities than unrestricted housing. Proposed specific plans and other major developments shall address the need for such housing and include such housing at appropriate sites.

Growth Management Areas 11, 15 and 16 have been classified 1.4 (SP) High Density Residential (Specific Plan) on the Land Use Element Map for the purpose of permitting and facilitating the development of an age restricted seniors housing community. The density permitted by the 1.4 High Density Category may be accommodated if development is age restricted to minimize impacts on public services and facilities. If development proposals do not include age-restricted housing for seniors, these densities may not be accommodated by public services and facilities, and the City may approve densities less than 4.5 units per acre to mitigate impacts on services and facilities.

C. Land Use Categories

Each land use category includes population density or building intensity standards as required by the state *Government Code*. Residential categories include density in terms of residential units per gross acre and persons per gross acre. Nonresidential categories include maximum floor area ratios as building intensity standards.

Whenever the General Plan refers to "acres," the text is referring to "gross acres" unless the text specifically states it is referring to "net acres." General Plans usually deal with gross land areas and zoning regulations with net land areas.

"Gross acre(s)" is defined as the total land area in acres included in each land use element category included in any land use proposal. For example, a 60-acre parcel is divided by the Land Use Element map into Rural Density Residential and Neighborhood Commercial categories. The site includes 50 gross acres of Rural Residential and 10 gross acres of Neighborhood Commercial designation.

"Gross density" is defined as the gross acres of a site multiplied times the density permitted by the residential category. Thus, 50 Rural Residential gross acres multiplied times 2.3 units/acre equal 115 dwelling units.

"Floor Area Ratio" (F.A.R.) is applied to a development proposal by multiplying the gross acres of the site times the maximum floor area ratio to determine the maximum floor area

permitted on the site. Thus, 10 Neighborhood Commercial gross acres multiplied times 0.25 F.A.R. for a maximum of 108,900 square feet of floor area.

Gross density does not correspond directly to "net density" or "minimum lot size" because gross density includes the total area of a site, not the net area to be subdivided. That is, the gross area may include arterial highways, streets, parks, open space, recreation areas, commonly owned areas, schools, public facilities and other land uses which directly support the residential uses. "Net acres" is defined as the land area to be used only for the principal permitted use and excludes all ancillary uses which are located on separate lots or building sites. "Net density" is defined as the total units permitted by the gross density calculation divided by the total net acres.

In conventional developments on small, level sites, these ancillary sites typically consume little or no land; therefore, the "net acres" will almost equal the "gross acres." However, in Specific Plan or planned developments, especially in hillside areas, these ancillary uses may consume 50% to 70% of the gross land area, and the "net acres" will be small compared to the "gross acres." Note that the General Plan policies require that new Specific Plans in the Rural Density category include open space, recreation and ancillary uses on at least 50% of the gross land area, and in the Low Density category areas open space, recreation and ancillary uses must include at least 25% of the gross land area. In the Specific Plan areas, the land areas which may be subdividable for residential lots (i.e., the "net acres") may be only 25% to 50% of the gross land area. Therefore, net densities will be much higher than gross densities. When Specific Plans include very large land areas, they may be divided into development areas with a wide range of densities which when averaged across the gross land area are equal to or are less than the 4.5 units per acre permitted by the General Plan. However, net densities may range up to the 30 units per net acre permitted by the Land Use Element in Specific Plan areas.

Residential

1.1 Rural Density (0 - 2.3 dwelling units per acre, 0 - 6.7 persons per acre)

The Rural Residential category is applied to areas in which limited residential use is compatible with the natural or existing character of the site, including terrain. Development under this category will require special consideration due to topography or other characteristics of the site. Ancillary uses such as equestrian facilities, commercial and noncommercial recreation uses (e.g., golf courses), public facilities or utilities are consistent with this category. Other uses, such as churches, schools, and child-care facilities are also allowed when they are designed to be compatible with rural residential development.

1.2 Low Density (2.4 - 4.1 dwelling units per acre, 0 - 11.9 persons per acre)

This category applies to standard single-family detached subdivisions as they currently exist in the urbanized portions of the City. Ancillary uses such as commercial and noncommercial recreation uses, public facilities or utilities are

consistent with this category. Other uses, such as churches, schools, and child-care facilities are also permitted when they are designed to be compatible with low density residential development.

1.3 Medium Density (4.2 - 8.0 dwelling units per acre, 0 - 19.2 persons per acre)

Medium Density Residential includes those areas of the City where new detached residential development on relatively smaller lots than those currently existing are proposed or would represent a logical extension of the existing development pattern in the City. Ancillary uses such as commercial and noncommercial recreation uses, and public facilities or utilities are consistent with this category. Other uses, such as churches, schools and child-care facilities are also permitted when they are designed to be compatible with medium density residential development.

1.4 High Density (8.1 - 16.0 dwelling units per acre, 0 - 32.0 persons per acre)

This category is placed in areas where a mix of detached and relatively low density attached housing products are appropriate. These uses may include small lot detached single family, mobile home subdivisions and planned unit developments. This category can also be used as a buffer between strictly lower density detached developments and heavy density projects adjacent to employment centers. Ancillary uses such as commercial and noncommercial recreation uses, and public facilities and utilities are consistent with this category. Other uses such as churches, schools, child-care, and congregate care uses are permitted when they are designed to be compatible with high density residential development.

Commercial

These designations are intended to provide suitable locations for various types of commercial uses within the City. Generally, commercial development occurs in centers sited along arterials or at intersections of arterial highways. Professional/administrative and medical office uses, and ancillary uses such as commercial and noncommercial recreation uses, public facilities or utilities, churches, schools, colleges, universities, child care and similar uses are permitted in all commercial categories.

2.1 Neighborhood Commercial Centers (<100,000 square feet)

Neighborhood Commercial uses are planned for: 1) shopping centers intended to serve a limited market area located principally in new residential areas, and 2) stand-alone commercial and office uses on separate lots (i.e., strip commercial) along Beaumont Avenue. These uses should be centrally located to a residential service area. The uses to be included in a neighborhood center would generally include small retail shops, small professional offices (e.g., doctors, dentists), day-care centers, and convenience stores. The site for a neighborhood commercial development should not exceed a net of 10 acres in size, and a maximum floor area ratio of 0.50:1. Typically, these developments will have a floor area ratio of 0.25:1.

2.2 Community Commercial Centers (75,000 - 300,000 square feet)

This category designates land for commercial centers which provide a wide range of facilities for convenience goods and retail trade. Generally, community commercial development is located on sites of 10 to 40 acres and will provide uses which are oriented toward the entire community. Supermarkets, restaurants, large retail establishments, movie theaters, tire/battery/accessories sales, and banks are typical tenants of a community commercial center. The maximum floor area ratio for these developments is 0.75:1. Typically, these developments will have a floor area ratio of 0.50:1.

2.3 Highway Commercial Sites

Sites designated for Highway Commercial uses are accessible to or visible from a freeway or major highway. These areas are located along streets with access to the I-10 Freeway. These areas will provide uses which are not suited to shopping centers such as furniture stores, large discount department stores, etc.; or are oriented to "drive-by" trade such as service stations, hotels, motels, and restaurants (including fast food). The maximum floor area ratios for these developments is 1.5:1.

Industrial

Industrial areas provide sites for major employment generating uses within the City. These sites are designated because of their relatively level topography and their location near, and with access to, major transportation facilities such as the railroad line and the I-10 Freeway. Ancillary uses such as transportation facilities, commercial and noncommercial recreation uses, public facilities or utilities, churches, vocational schools, colleges, universities, child care and similar uses are permitted in all industrial categories.

3.1 Light Industrial

This category provides for "stand-alone" types of industrial uses which are not suited to location in business parks and/or are incompatible with mixed use developments. These uses include manufacturing, warehousing, distribution (e.g., UPS), wholesale sales, heavy commercial (e.g., large hardware, lumber, nursery retail and wholesale stores), and other uses which may generate light, noise, electromagnetic radiation, smoke, fumes or other impacts incompatible with residential, office and similar uses. Maximum floor area ratio for such development is 1.5:1.

3.2 Business Park (Mixed Use Development)

The Business Park designation allows for the development of industrial, large scale commercial (e.g., auto malls) and office development in large, planned unit developments. Flexibility will be provided for planning of complementary non-residential uses in an integrated development plan which takes advantage of innovative site planning techniques to create a development of interrelated

employment generating uses. The maximum floor area ratio for such develop is 1.5:1.

Public Facilities

This category identifies major facilities built and maintained for public use. Included are civic buildings, airports, junior colleges, military installations, correctional institutions, hospitals, and sewer and water district facilities. The maximum floor area ratio for these uses is 1.5:1.

Open Space

5.1 Recreation

The Recreation category is applied to areas where major active and passive recreation facilities exist or are planned. These uses may include ball fields, golf courses, picnic grounds, nature trails, etc. The maximum floor area ratio for these uses is 0.1:1.

5.2 Conservation

This category identifies properties that, because of various scenic qualities, physical impediment, or resource value, should remain permanent open space. Among these features are major ridgelines, flood plains, environmentally sensitive, hazardous and water resource areas. The maximum floor area ratio for these uses is 0.001:1.

Overlay Designations

The overlay designations may be used in conjunction with the base Land Use Element category for the purpose of providing unique development opportunities in areas of the City where such opportunities are appropriate.

(MH) Mobile Home (0 - 12 units per acre, 0 - 22.8 persons per acre)

This overlay, when combined with a base residential designation, encourages development of mobile home parks and subdivisions in areas of the City where such development is appropriate. Application of this overlay encourages the provisions of this specific type of more affordable housing in the City.

PUD (Planned Unit Development)

This designation has been applied to potentially developable properties (i.e., those areas which are not subject to severe topographic or flood zone restrictions) surrounding developed portions of the community. Residential development is considered as the primary use for these areas, although ancillary support commercial

uses, self-sustaining parks, streetscapes and other ancillary uses would be allowable. The Planned Unit Development (PUD) concept implies clustering residential development at a variety of different densities, not to exceed those specified under the High Density Residential General Plan classification.

(SP) Specific Plan

This overlay requires the adoption of a Specific Plan prior to subdivision (except subdivisions for conveyance or financing purposes only) of designated properties. Specific Plans may include mixed density and/or mixed use projects. In cases where a "Specific Plan" is adopted, the net density of any residential portion of the site may be as high as 30 dwelling units per acre (57.0 persons per acre) as long as the maximum gross residential density does not exceed 4.5 dwelling units per gross acre or the General Plan Quantified Growth Objectives, whichever is lower. Commercial and industrial developments may exceed the floor area ratio specified by the base Land Use Element Category (e.g., 3.2 Business Park) but shall not exceed 2.0:1 or the General Plan Quantified Objectives, whichever is lower. It is also the purpose of this overlay is to encourage innovative site design to take advantage of opportunities of clustering development and preserving significant open space amenities. The Open Space Component of the Natural Resources and Conservation Element includes objectives for Specific Plans for open space, as well as other public facilities. Open space, parks, public facilities, residential development with a density less than one unit per two acres, commercial recreation uses and similar uses may be exempted by the City from preparation of a Specific Plan when the City determines that the use or development would not prejudice the preparation of a Specific Plan at a later date.

(R) Planning Reserve Areas

The primary criteria for the identification of the Planning Reserve areas are, 1) the landowner or representative has begun a planning program for the area; 2) no zoning entitlements for development exist on the site; and 3) critical planning decisions have to be made within the next five years--decisions which could affect or preclude options for a rational pattern of growth in the City and its adopted sphere of influence. The classification of land as a Planning Reserve Area is a statement of City policy that the site is intended to be annexed and developed in the City before the Year 2025. The designation does not imply any commitment to a specific development design or concept until a Specific Plan is adopted for the site. See discussion below regarding the implementation the reserve area criteria.

D. Implementation Programs

According to §65860 of the *Government Code*, the City zoning ordinance must be consistent with the General Plan. This is accomplished when the land uses defined in the ordinance

are compatible with the goals, objectives and policies of the General Plan. If the relevant portion(s) of the General Plan is amended, the zoning ordinance must be amended as well to retain consistency.

Government Code §65566 dictates that any action concerning open space must be consistent with the Open Space Component of the General Plan. Additionally, any subdivision must adhere to the goals, objectives and policies of the General Plan and the Open Space Component according to §66473.5.

1. Development Phasing Program

- a. Policy mandate: 1) Phased Development Policy, and 2) Land Use/Transportation Integration Policy.
- b. Program implementation schedule: Commence with LUE adoption.
- c. Responsible agency: Jointly City Manager and Community Development Department.
- d. Discussion: This program implements the Phased Development and Land Use/Transportation Integration policies of the LUE through a requirement that developers of major projects submit annual reports projecting deficiencies in infrastructure and stating mitigation measures. All major development proposals will be reviewed on the basis of the infrastructure analysis contained in their annual monitoring reports. Projects which would create infrastructure imbalances or deteriorate service capabilities will be recommended for modification. In addition, the City will:
 - (1) Require owners of large, undeveloped parcels to submit Annual Monitoring Reports (AMRs), and
 - (2) Prepare an annual Development Monitoring Program (DMP) Report which summarizes the AMRs and identifies public service deficiencies and recommend mitigation programs.
- e. Necessary action: Institute annual monitoring report (AMR) requirements for all major multi-phased development projects and develop guidelines for their preparation and review. The projects subject to this requirement include all zone changes and other applications for residential projects cumulatively larger than 100 units, or commercial/employment projects of 100,000 square feet or more.

2. Housing Density Bonus Program

- a. Policy mandate: Housing Densities Policy.

- b. Program implementation schedule: Ongoing program.
- c. Responsible agency: Community Development Department.
- d. Discussion: The Density Bonus Program is an incentive provided to residential developers to facilitate compliance with the affordable housing requirements. The purpose is to permit an increase in residential density to reduce development costs and thereby selling prices. The program is tied to the Land Use Element since the computation of a bonus is based upon permitted density ranges.
- e. Necessary action: Adopt density bonus guidelines.

3. Economic Analysis of Land Use

- a. Policy mandate: Balanced Land Use Policy.
- b. Program implementation schedule: Concurrent with privately initiated General Plan Amendments or Specific Plans.
- c. Responsible agency: Community Development Department.
- d. Discussion: The City shall require a Fiscal Impact Report for all major General Plan Amendments and Specific Plans.
- e. Necessary action: Adopt guidelines for Fiscal Impact Reports.

4. Community Planning

- a. Policy mandate: New Development Compatibility Policy.
- b. Program implementation schedule: Ongoing program.
- c. Responsible agency: Community Development Department.
- d. Discussion: The Community Planning Program provides more detailed planning and specific guidance at the community level that formalizes General Plan policy uniquely appropriate to certain areas through the preparation of specific plans, redevelopment plans, rehabilitation plans, and/or neighborhood plans.
- e. Necessary action: None is necessary at this time.

5. Environmental Review Process

- a. Policy mandate: Enhancement of the Environment Policy.

- b. Program implementation schedule: Ongoing program.
- c. Responsible agency: Community Development Department.
- d. Discussion: This program minimizes environmental impacts of development through the environmental review procedure. This program implements state and federal environmental protection laws.
- e. Necessary action: Update the Master Environmental Assessment.

6. **Annual Land Use Element Review**

- a. Policy mandate: Creative Design Concepts Policy; Employment Centers/Transportation Access Policy.
- b. Program implementing schedule: Ongoing program.
- c. Responsible agency: Community Development Department.
- d. Discussion: This program provides a review of the policies, land use categories and programs of the Land Use Element on an annual basis to make modifications in light of the previous year's experience and to facilitate innovative planning concepts.
- e. Necessary action: Identify changes to the Land Use Element that will rectify inequities, clarify ambiguities, speed processing and otherwise refine and improve the element on an annual basis.

7. **Employment Development Incentive Program**

- a. Policy mandate: Employment Development Policy.
- b. Program implementation schedule: Report recommendations to City Council upon completion of study.
- c. Responsible agency: City Manager and Community Development Department.
- d. Discussion: Implementation of accelerated employment development is essential to achieving balanced land use and resolving the inefficient usage of the transportation system, thereby mitigating deterioration in the level of service to the system.

- e. Necessary action: Study and inventory various incentive mechanisms and report recommendations.
- f. Deadline: June, 1994.

E. Growth Management Component

1. Introduction

The purpose and intent of this component is to mandate that growth and development be based upon the City's and other agencies' abilities to provide adequate water, wastewater, and circulation systems.

2. Definitions

For the purposes of this component, the following terms shall have the following meanings:

- a. "Comprehensive Phasing Plan" (CPP) shall mean an infrastructure improvement and financing plan which meets the level of service requirements in this plan.
- b. "Critical Movement" shall mean any of the conflicting through or turning movements at an intersection which determine the allocation of green signal time.
- c. "Development Phasing Plan" shall mean a plan which requires that building and grading permits shall be phased in a manner which assures implementation of required improvements of water and wastewater systems, and arterials in conjunction therewith.
- d. "Growth Management Areas (GMAs)" shall mean areas established for planning purposes, and may be based on established Specific Plan boundaries.
- e. "Growth Management Plan" shall mean the Growth Management Plan Component of the General Plan, a permissive component of the General Plan adopted in accordance with *Government Code* §65303, et seq.
- f. "Measurable Traffic" shall mean a traffic volume resulting in a 1% increase in any critical movement at an intersection.
- g. All other terms shall be as defined in the Zoning Code.

3. Objectives

- a. Development Phasing: Development shall be phased in a manner consistent with applicable Comprehensive Phasing Plans.
- b. Water/Wastewater: Development approvals shall be consistent with the allocation of water and wastewater system capacity, and shall be phased with the extension of service to each development area.
- c. Transportation: The circulation system shall be implemented in a manner which achieves the established Traffic Level of Service Policy.

4. Policies

- a. Development Phasing: Development shall be phased in accordance with any applicable Comprehensive Phasing Plan (CPP).
- b. Water/Wastewater: Comprehensive water and wastewater management programs shall be established to ensure that all development projects are required to participate on a pro rata basis in the financing and construction of required facilities.
- c. Traffic Level of Service Policy: Within three years of the issuance of the first use and occupancy permit for a development project, or within five years of the issuance of a finished grading permit or building permit for said development project, whichever occurs first, all improvements to arterial highway facilities to which the project contributes measurable traffic shall be constructed to attain Level of Service (LOS) "D" at the intersections under the sole control of the City, except intersections where the existing LOS is worse than "D", which shall be known as "Deficient Intersections". Development Projects should be conditioned to maintain the existing LOS at these Deficient Intersections. Deficient Intersections improvements to LOS "D" or better shall be addressed in the City's Capital Improvement Program. The City should work cooperatively with the State, County, or other cities to maintain LOS "D" on intersections under their jurisdiction.
- d. Traffic Improvement Programs: Comprehensive traffic improvement programs shall be established to ensure that all new development provides necessary transportation facilities and intersection improvements as a condition of development approval. Participation in such programs shall be on a pro rata basis and be required of all development projects except where an increased level of participation exceeding these requirements is established through development agreements.

- e. Public Facility Plans: Comprehensive public facility plans shall be established for water and wastewater facilities. All development projects shall participate in such plans on a pro-rata basis and as a condition of development approval except where an increased level of participation exceeding these requirements is established in development agreements.

5. Implementation Programs

- a. Growth Management Areas (GMAs): The City shall establish GMAs for the purposes of implementing the development phasing plan allocations set forth above.
- b. Comprehensive Facility Implementation Plans: The City may prepare Comprehensive Facility Improvement Plans, incorporating Traffic Improvement Programs and Public Facility Plans, for the financing of water, wastewater and transportation facilities for each GMA in accordance with goals, objectives and policies of this component.
- c. Performance Monitoring Program: The Performance Monitoring Program shall be implemented through the Annual Monitoring Report and DMP process to provide an annual evaluation of compliance with development phasing allocations established pursuant to this component. In addition, the Performance Monitoring Program will provide an annual evaluation of the maintenance of service levels. In the event that the Performance Monitoring Program identifies one or more service level deficiencies, corrective measures shall be implemented by the City to address the identified deficiencies.
- d. Public Facility Development Agreements: In the event the financing and construction measures are implemented through development agreements, said agreements shall be consistent with the Growth Management Plan and its implementing ordinances, plans and programs.
- e. Additional Implementation Programs: Other implementing measures, as deemed necessary by the City to further the goals of this component, may be established.

6. Growth Management Areas Objectives

- a. Overall General Plan Quantified Growth Objective

The overall objective is that the General Plan will be entirely implemented for the current sphere of influence by the Year 2025, including:

- (1) A maximum population of 80,000 persons.
- (2) A maximum of 32,000 dwelling units.
- (3) A maximum of 44,000 jobs coordinated with the income ranges of future residents.

The phasing of development construction between now and buildout of the General Plan will be determined by market forces and the extension of public services. While public service capacity can be programmed, market forces are driven by national and international financial trends.

The following table includes base year (1987) and forecasted Year 2010 population, housing and employment levels. The forecast is shown as a range based on low, medium and high growth rates. The low rate is similar to growth in the City of Beaumont in the 1980s. The medium rate is similar to moderately fast growing cities in Southern California. The high rate is similar to very fast growing areas such as Moreno Valley and Lancaster in the 1980s and western Orange County in the 1970s.

Table 5 - Year 2010 Growth Forecast

	1987 ¹	1990 ¹	Incorporated Area Plus Sphere of Influence - 2010			Planning Area - 2010	
			Low	Most Likely ²	High	Low	High
Population	8,017	9,685	31,600	36,000	41,600	29,376	30,937
Housing	3,224	3,718	12,150	14,075	16,000	12,240	13,000
Employment	2,813	3,422	15,795	18,300	20,800	1,540	1,640

¹Source: Southern California Association of Governments (SCAG)

²City input to SCAG 1992 Forecast

b. Quantified Growth Objectives for GMAs

Exhibit 1 delineates the boundaries of each Growth Management Area (GMA) for purposes of implementation of the General Plan. The General Plan Quantified Growth Objectives are contained in Table 6.

This table allocates maximum levels of development to each GMA in units known as Equivalent Dwelling Units (EDUs). Each EDU requires a fixed unit of water and wastewater capacity as defined in the applicable management plan, and a unit of traffic capacity equal to 12 vehicle trips per day. EDUs are not necessarily limited to residential

Table 6 - General Plan Quantified Growth Management Objectives - Maximum Equivalent Dwelling Unit Allocation for Each GMA

GMA#	EDU	GMA#	EDU	GMA#	EDU	GMA#	EDU
1	35	2	109	3	191	4	152
5	500	6	640	7	1,000	8	2,455
9	594	10	875	11	841	12	5,982
13	36	14	106	15	350	16	272
17	264	18	86	19	9,175	20	98
21	32	22	201	23	63	24	150
25	172	26	24	27	40	28	97
29	21	30	4,800	31	683	32	2,000
33	215	34	100	35	24	36	13,850

dwelling units. Each EDU may represent a unit of commercial, industrial, recreation or other use equal to the same water, wastewater, and traffic capacity as is required for an equivalent standard dwelling unit (e.g., 12 vehicle trips per day). The Land Use Element map determines whether the EDU is allocated to residential or nonresidential use depending on the land plan for the GMA. All General Plan Elements, Master Plans, Management Plans, Comprehensive Phasing Plans for public facilities and Development Phasing Plans for specific plans and other major development plans shall be consistent with these allocations of future growth.

F. Growth and Development Patterns

1. Introduction

The Land Use Element planning area is composed of the current incorporated area, the unincorporated area included within the City's Sphere of Influence, and the unincorporated area outside the Sphere of Influence which: 1) is physically or historically associated with Beaumont, or 2) would impact the City when developed. The Land Use Element divides the planning area into two subareas which are subject to different policies regarding the phasing of development and the extension of public services. The Planning Reserve areas are those portions of the planning area which are not expected to be developed in the next five years or more. Typically these areas are not annexed, zoned or subdivided for development, and have little or no extensions of public services. The Suburban Areas are those portions of the planning area which are planned and zoned for development, and to which public services have been extended or will be extended within the next five years.

2. Reserve Areas

The intent of classifying land as a Planning Reserve area is to indicate that the City intends that these areas be annexed and developed in the City by the Year 2025. However, critical planning and development decisions of a major proportion must be made within the next few years for the property. It is an objective of the General Plan to promote planning, zoning and development of these areas through a comprehensive review of a Specific Plan.

Planning Reserve areas may include incorporated or unincorporated lands, but are typically limited to unincorporated areas. These lands may be designated for development or open space on the Land Use Element map. When the sites are classified for development, the designation shall be followed by "(R)" to indicate that it is subject to the Planning Reserve policies. Sites designated open space need not (but may) include the "(R)" classification since all open space areas are assumed to be subject to the Reserve Areas policies.

Planning Reserve Policies:

The primary criteria for the identification of the Planning Reserve areas are: 1) the landowner or representative has begun a planning program for the area; 2) no zoning entitlements for development exist on the site; and 3) critical planning decisions have to be made within the next five years -- decisions which could affect or preclude options for a rational pattern of growth in the City and its adopted Sphere of Influence. The classification of land as a Planning Reserve is a statement of City policy that the site is intended to be annexed and developed in the City before the year 2025. The "Planning Reserve" designation is attached to a base land use category which sets the general use and intensity of the General Plan for each site. However, the designation does not imply a commitment to a specific development design or concept until a Specific Plan is adopted for the site.

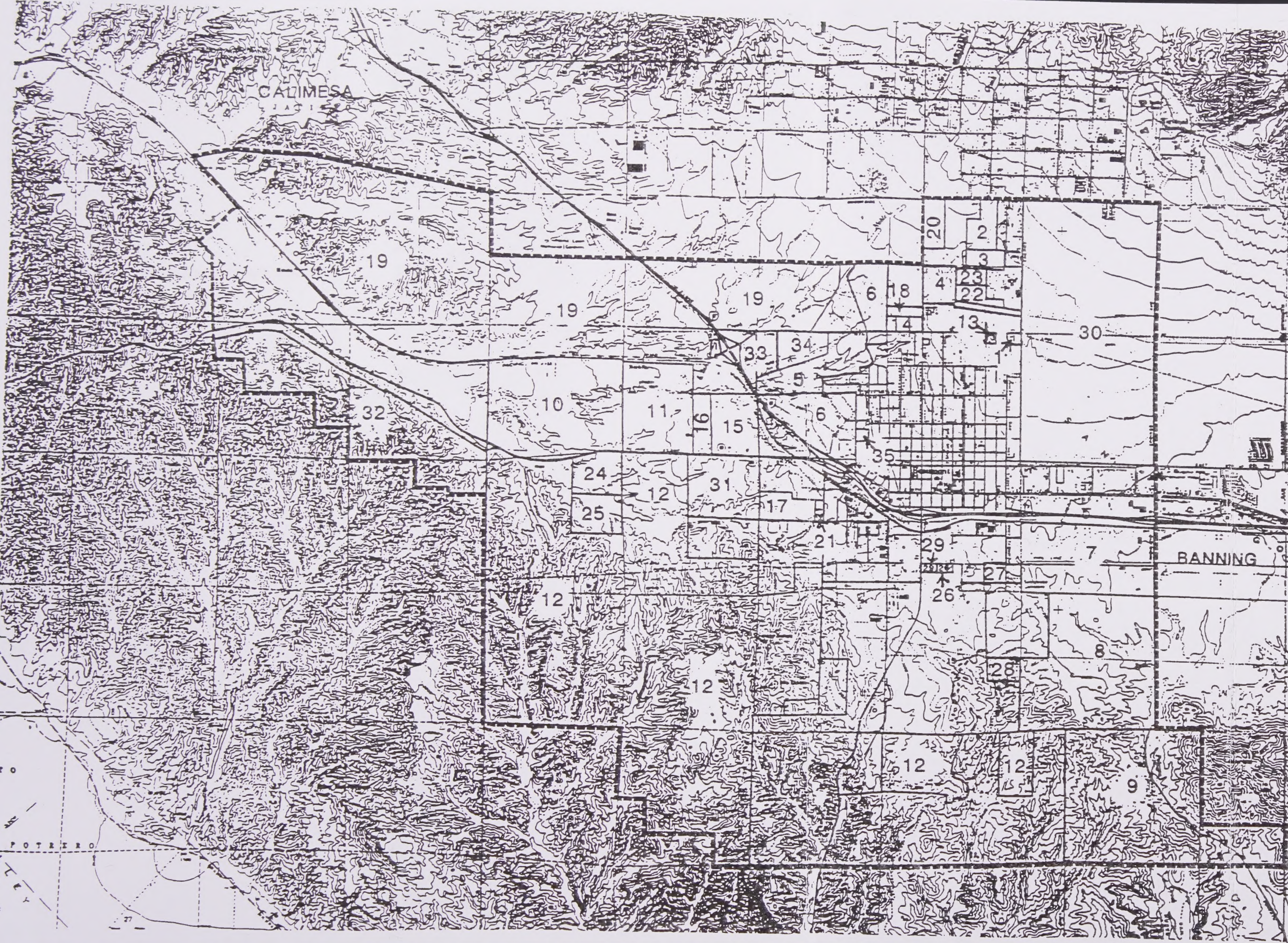
Planning Reserve policies are as follows:

- a. Planning Reserve lands should be planned as complete units whenever possible. Piecemeal planning should be avoided.
- b. If the property is unincorporated, the site should be annexed and/or rezoned prior to or concurrent with a Specific Plan or development plan application.
- c. Prior to or concurrent with the approval of subdivision maps (except subdivisions limited to conveyance or financing) for lands classified as Planning Reserve, the City should determine that the project is consistent with the Reserve Area Criteria, and conditions are placed on the subdivision requiring compliance with programs approved by the City for the construction and/or financing of required public facilities.
- d. The extension of roads, water, wastewater, and other public facilities to serve development of Planning Reserve lands should be planned and financing

approaches adopted, but such facilities should not be implemented until Specific Plans are adopted for relevant areas.

Planning Reserve Criteria for Findings

- a. Water: The project is consistent with existing or proposed plans, financing programs, water facility and delivery capacity, and groundwater management capability projected for the phasing of the project.
- b. Wastewater: The project is consistent with existing or proposed plans, financing programs, wastewater facility capacity and delivery capability projected for the phasing of the project.
- c. Flooding and Storm Drain Facilities: All development areas are at least one foot above the 100 Year Frequency Storm, or are capable of being raised above this level without adverse downstream impacts. Existing or programmed storm drain facilities are adequate to protect the proposed project and downstream lands.
- d. Highways: Existing or proposed highway improvements are adequate to provide Level of Service "D" at all intersections to which the project would contribute an increase of 1% or more to the total critical moves on a daily basis.
- e. Fire Protection: Existing or proposed facilities and equipment will permit an average response time of 10 minutes or less for emergency situations, and proposed development can attain a Class 7 or better underwriter's rating.
- f. Police Protection: Existing or proposed facilities and equipment permit an average response time of 10 minutes or less for emergency situations.
- g. Housing: The project conforms to the City Housing Element.
- h. Natural Hazards: The project avoids, modifies and/or mitigates the effects of landslides, active faults, wildland fires, hazardous waste sites, high noise sources, and other hazards.
- i. Natural Resources: The project avoids, modifies and/or mitigates the loss of natural resources of national or state significance.
- j. Habitat Impacts: The project avoids, modifies and/or mitigates its impacts on rare or endangered plant and animal species or habitats as



GROWTH MANAGEMENT AREA BOUNDARY

LEGEND

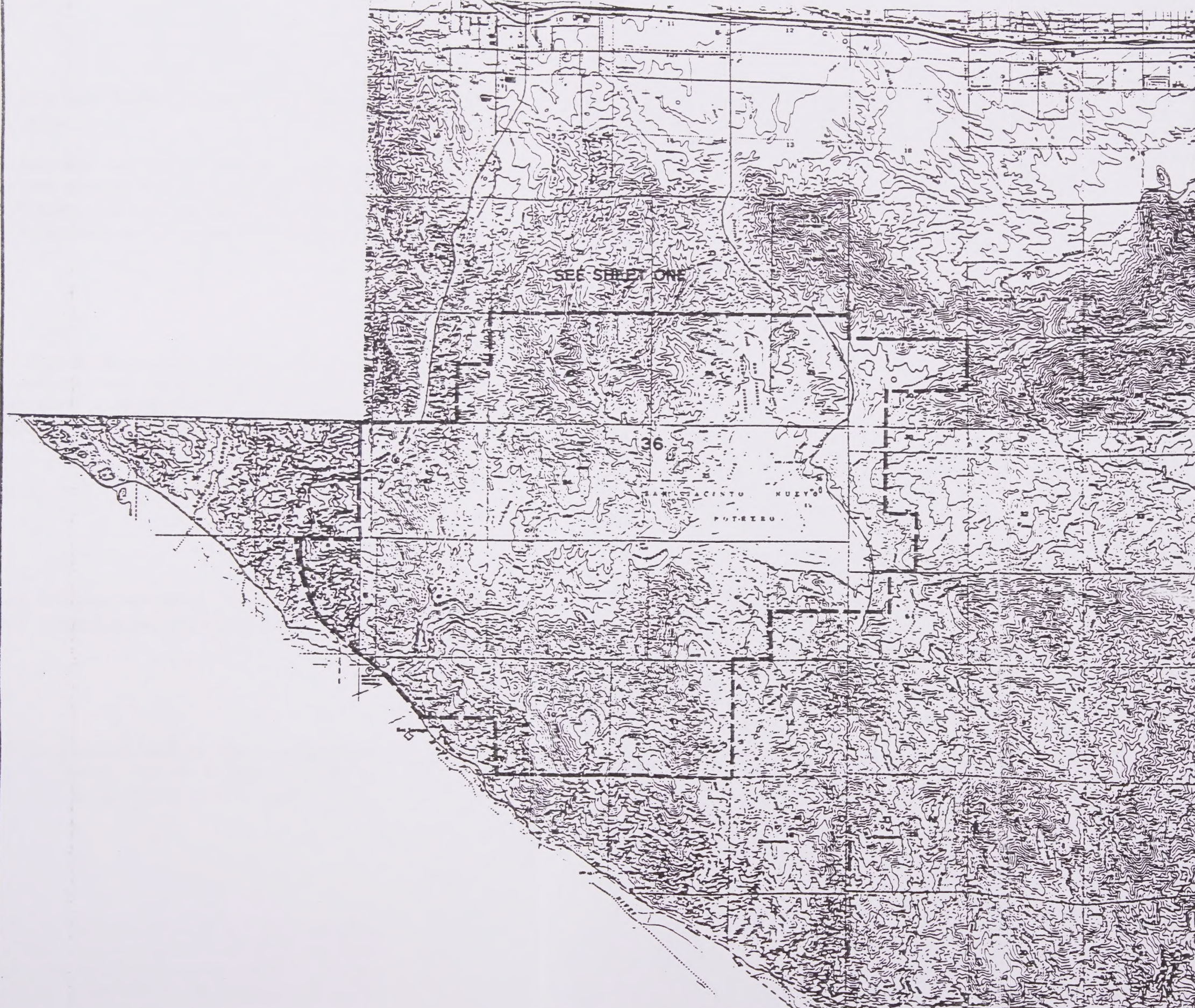
- SPHERE OF INFLUENCE BOUNDARY
- 36 GROWTH MANAGEMENT AREAS

SHEET ONE

GROWTH MANAGEMENT AREAS

BOUNDARY - - - - -

SHEET TWO



designated by the U.S. Fish and Wildlife Service and California Department of Fish and Game.

Agricultural uses, recreation projects, regional and city public facilities, residential development with a gross density less than one dwelling unit per two acres, passive commercial recreation (e.g., fishing), and institutional uses may be exempted by the City from these policies when they do not commit individually or cumulatively to urbanization of the Planning Reserve area.

3. Suburban Areas

The Suburban Areas classification applies to those portions of the planning area where development has or is planned to occur in the next few years. Typically, undeveloped lands in this category have been zoned but may not as yet be subdivided. Public services are existing or planned and programmed. Development and construction of any needed public facilities are encouraged in these areas.

G. Areas Subject to Flooding

1. Introduction

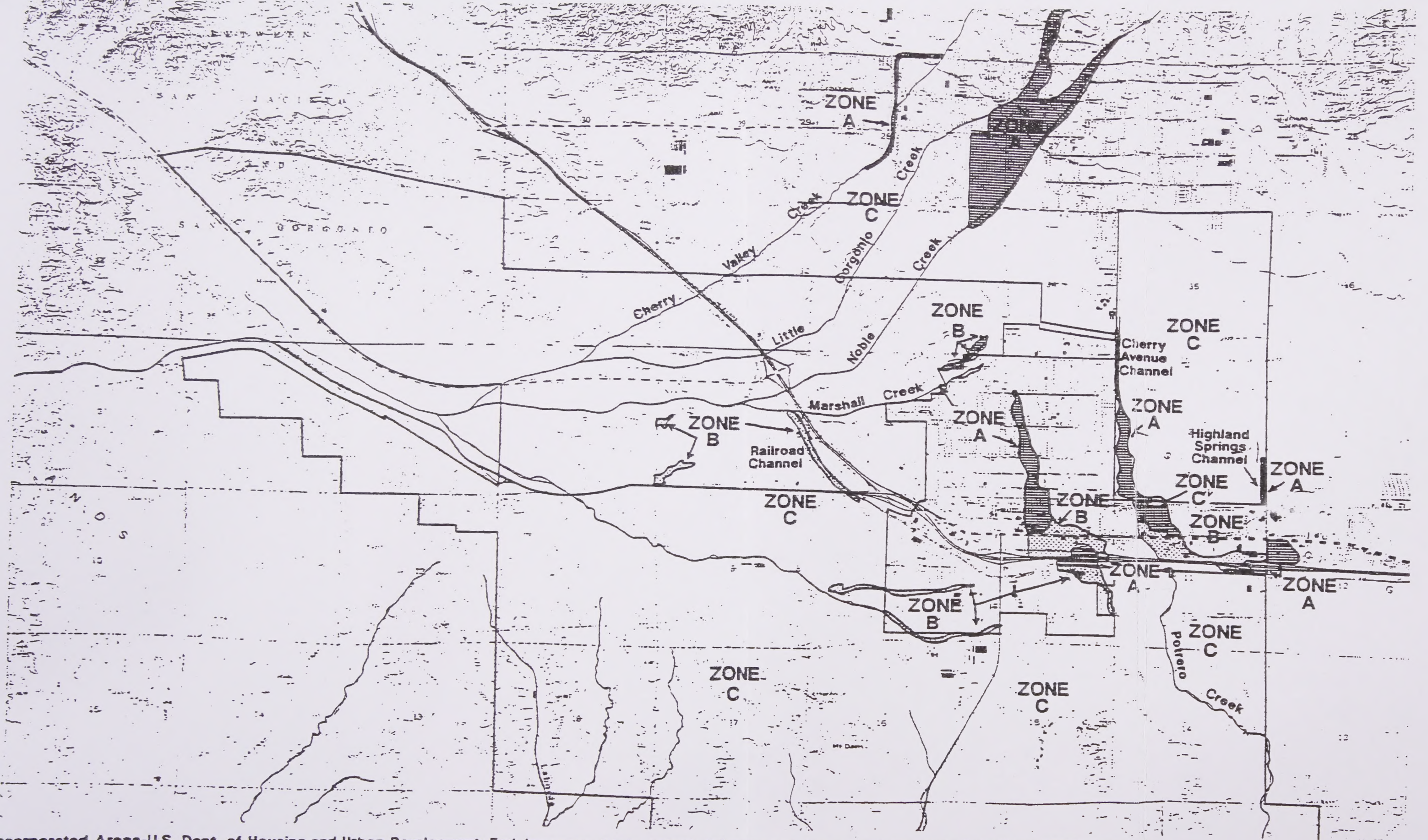
Section 65302(a) of the California *Government Code* requires that the Land Use Element shall identify areas subject to flooding and this information on flooding shall be reviewed annually.

2. Areas Subject to Flooding

Exhibit 2 identifies those portions of the City of Beaumont and its Sphere of Influence which are subject to flooding. The Public Safety Element and the Program EIR for the General Plan contain further information, mitigation measures and policies regarding flood hazards.

H. Redevelopment

No Redevelopment District has been established by the City, although the City Council is designated as a Redevelopment Agency. If a district were adopted, it would be required to be consistent with the General Plan, including the Housing Element objectives. While no district is contemplated, the area generally between the I-10 Freeway, Beaumont Avenue, 6th Avenue and future Xenia Avenue might qualify for consideration.



Source: Incorporated Areas-U.S. Dept. of Housing and Urban Development, Fed. Insurance Admin. (1978). Unincorporated Areas-Flood Insurance Rate Maps (FIRM), April 1980.

DE LAUMONT

WATER PLAN PROGRAM

REGULATION ELEMENT UPDATE



DE LAUMONT, 2000-2001

CITY OF BEAUMONT GENERAL PLAN PROGRAM CIRCULATION ELEMENT UPDATE



Robert Kahn, John Kain
& Associates, Inc.

**CITY OF BEAUMONT
GENERAL PLAN PROGRAM
CIRCULATION ELEMENT UPDATE**

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B. Land Use/Development Planning Problems

C. Beaumont Area Traffic

Prepared for:

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C. Recommendations

Prepared by:

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B. Development Impacts

C. Local Transportation Management

D. Regional Coordination

John Kain, AICP

Carleton Waters, P.E.

Bill Lawson

February 7, 1995

JN:544-94-001

JK:kgd/4712

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CITY OF BEAUMONT
GENERAL PLAN PROGRAM
CIRCULATION ELEMENT UPDATE

I. INTRODUCTION

The City of Beaumont Circulation Element Update has been developed in response to issues raised and objectives established by the consultant team, City staff, and City Council. It is intended to provide a balanced circulation system that will provide adequate capacity to support the travel demands of the land uses included in the land use element while at the same time maintaining an acceptable quality of life for the residents of Beaumont.

The circulation element is divided into five sections: (1) Introduction; (2) Existing Conditions and Issues; (3) Goals, Objectives and Policies; (4) the Circulation Plan; and (5) Implementation Program. The plan is intended to be responsive to the objectives of the City in planning for its future growth while at the same time mitigating existing problems or concerns. The circulation element states general policy which will serve to guide the development of future, more detailed circulation system implementation programs.

The circulation system is one of the most important of all urban systems in the study area. A well planned circulation system is an important ingredient in a healthy economic environment. Economic activities typically require the circulation of materials, products, and employees. Circulation systems can be used to influence the nature and extent, as well as the pace of urban development. The viability of each land use is dependent upon a certain level of accessibility.

The circulation system can be planned to satisfy social and urban design objectives. The physical aspects of the circulation system, including the roadways, can be used to foster communications among planning areas. Also, they can be planned to reinforce the boundaries of areas and to give a sense of orientation while traveling.

In the jurisdiction and its sphere of influence, four different types of systems compose the entire circulation system, as follows:

1. Air System

The regional air system is comprised of general aviation from Banning Airport, commercial flights from Ontario International Airport, and military operations from March Air Force Base.

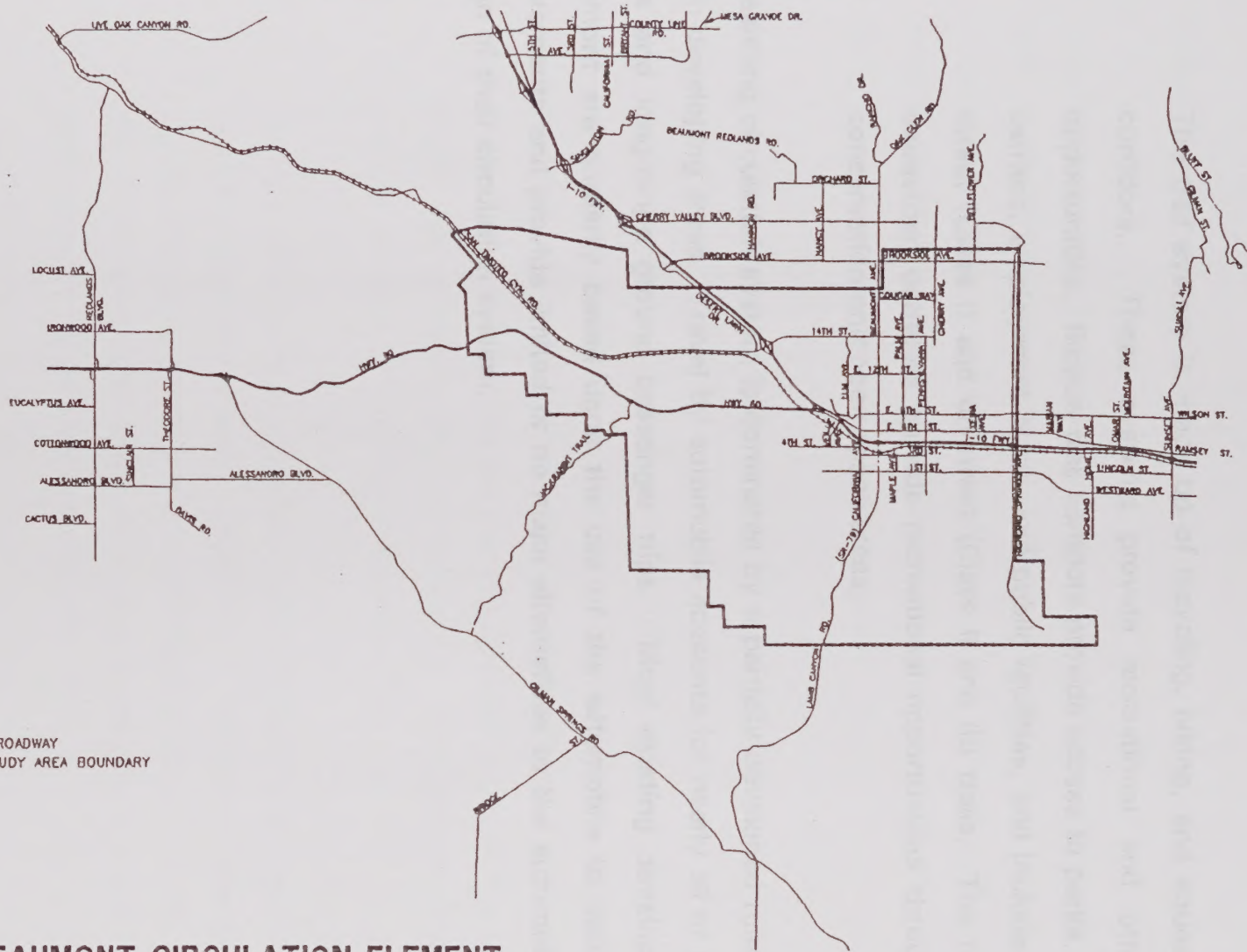
2. Road System

The road system provides for nearly all passenger trips through and within the study area. While the primary road user is the automobile; bicycles, pedestrians, and buses also use the road system. The study area is served by a network of roads as illustrated on Exhibit A.

3. Public Transit System

Public transit has not yet played a significant role in Beaumont's circulation system. The traveling public prefers the flexibility and convenience of the automobile. Beaumont, however, should plan for the

GENERAL PLAN STUDY AREA



LEGEND:

- _____ = STUDY AREA ROADWAY
 _____ = BEAUMONT STUDY AREA BOUNDARY



CITY OF BEAUMONT CIRCULATION ELEMENT
Beaumont, California

RELEASED: 2-7-95
EXHIBIT A

**Robert Kahn, John Kain
& Associates, Inc.**

future, when ridership attitudes may change because of such things as increased energy prices and increased street congestion.

4. Trail System

The trail system is made up of bicycling, hiking, and equestrian trail corridors. These systems provide recreational and other travel opportunities. Bicycle trail corridors provide access to parks, shopping centers, employment areas, and public facilities, and include both off-street (Class I) and on-street (Class II and III) trails. The hiking and equestrian corridors provide recreational opportunities through major conservation and open space areas.

The existing circulation system is dominated by a partially developed road network within developing areas. Travel by automobile accounts for nearly all of the short-range and long-range ground passenger trips. Most existing developments in Beaumont are primarily based upon the use of the automobile to satisfy travel requirements and provide limited or no major alternatives to the automobile in the design of their circulation system.

II. EXISTING CONDITIONS AND ISSUES

This section discusses the development process for the Circulation Element.

A. Existing Facilities

Regional access to the study area is provided primarily by Interstate 10 and Highway 60 which traverse generally through the western and central portion of the study area, respectively. Another important regional roadway facility is State Route 79 (Lamb Canyon Road) which extends through the center of the study areas and turns into Beaumont Avenue.

The corridors which traverse the study area and provide regional access:

- Interstate 10 (I-10) traverses in a generally east/west direction, through the center of the study area. To the west, I-10 continues through Riverside and San Bernardino Counties and is the link to the I-215, I-15, State Route 30, and the greater Los Angeles area. In the study area, 1993 daily traffic volumes on I-10 range from approximately 48,000 vehicles per day to 76,000 vehicles per day.
- Highway 60 continues west from the I-10 Freeway through the western portion of the study area. Highway 60 continues through Riverside County and connects with the I-215 Freeway west of Moreno Valley. In the study area, the 1993 daily traffic volume for Highway 60 is approximately 30,500 vehicles per day.

- Highway 79 (Lamb Canyon Road) runs in a north/south direction through the heart of the City. North of the I-10 Freeway interchange, Highway 79 becomes Beaumont Avenue. The 1993 average daily traffic volumes range from approximately 6,700 vehicles per day north of the I-10 Freeway to 18,000 vehicles per day south of 3rd Street.

Key roadways within the study area:

California Avenue: California Avenue is a north/south roadway which begins at State Route 79 extending north of East 8th Street. This roadway is currently two lanes undivided and carried 1993 traffic volumes ranging from approximately 1,000 vehicles per day south of 1st Street to 2,700 vehicles per day north of the I-10 Freeway.

Pennsylvania Avenue: Pennsylvania Avenue is a north/south roadway which extends south of 14th Street and continues south of 1st Street. The existing roadway cross-section is two lanes undivided. The 1993 traffic volumes range from approximately 1,400 vehicles per day south of I-10 Freeway to 2,900 vehicles per day north of the Interstate 10 Freeway.

Highland Springs Avenue: Located on eastern boundary of the City of Beaumont's sphere of influence, Highland Springs Avenue provides an additional north/south roadway linking the City of Beaumont to the I-10 Freeway. The existing roadway cross-section is four lanes undivided south of east 8th Street and north of 1st Street. The remaining segments of Highland Springs Avenue consist of two lanes undivided.

The 1993 traffic volumes range from approximately 900 vehicles per day south of 1st Street to 9,800 north of East 6th Street.

Brookside Avenue: While only a portion of Brookside Avenue is located within the City of Beaumont's sphere of influence, it is an important east/west linkage to the I-10 Freeway. The existing roadway cross-section is currently two lanes undivided. The 1993 traffic volumes range from approximately 600 vehicles per day west of Beaumont Avenue to 3,600 Vehicles per day east of Beaumont Avenue.

San Timoteo Canyon Road/14th Street: San Timoteo Canyon Road extends west from an interchange with I-10 Freeway. The 14th Street continues east from the interchange with the I-10 Freeway. San Timoteo Canyon Road and 14th Street east of Beaumont both currently exist as two lane undivided roadways. 14th Street east of Beaumont is a two lane divided roadway. The 1993 traffic volumes on San Timoteo Canyon Road is approximately 1,100 vehicles per day.

East 6th Street: This east/west roadway parallels the I-10 Freeway and provides access to both the freeways. The existing roadway contains four lanes with some divided segments.

1st Street: Traveling south of I-10 Freeway in an east/west direction, 1st Street extends west from Highland Springs Avenue to Minnesota Avenue. The existing cross-section is two lanes undivided. The 1993 traffic volumes on 1st Street is approximately 500 vehicles per day.

B. Land Use/Circulation Planning Process

In beginning the review of Circulation Element issues, fortunately a significant amount of circulation system analysis and planning had been completed recently for development projects subject to both County of Riverside and City of Beaumont review. These efforts produced circulation recommendations which provided a starting point for the City of Beaumont Circulation Plan.

Alternative circulation and land use features were considered by the consultant team and City staff over a series of meetings. The land use element and circulation plan for the General Plan study area was then analyzed in the applications of the Beaumont Area Traffic Model/Analyzer (BATMAN) during November, 1994. The results of the traffic model forecast were then used to refine the circulation network and produce a preferred circulation plan for Planning Commission and City Council consideration.

C. Beaumont Area Traffic Model

As part of the Comprehensive Transportation Plan (CTP) process for Riverside and San Bernardino Counties, the Southern California Association of Governments (SCAG) developed the subregional model which is based on the most recent census data (from 1990).

The subregional model is, therefore, referred to as the 1990 Base Year CTP model, or more simply, the CTP model. Much of the recent transportation legislation that has been passed at the state or national level requires that a

B. Land Use/Circulation Planning Process

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subarea model such as BATMAN provide forecasts which are consistent with the regional planning agency's model (in this case, the CTP model).

Demonstrated model consistency between BATMAN and the CTP model was required before BATMAN could be used to design regionally significant infrastructure improvements (e.g., new freeway interchanges). Similarly, the Congestion Management Program (CMP) requires analysis of regionally significant land use decisions, also based on the CTP model or a consistent subarea model.

On December 21, 1994, SCAG completed the consistency review of BATMAN and found the local model to be consistent.

The Beaumont Area Traffic Model/Analyzer represents a significant step to understanding the long-term transportation needs of the City of Beaumont in the context of existing and proposed land use plans. Significant changes were recommended for both the City and County General Plan Circulation Systems. These network recommendations were taken into consideration for the City of Beaumont General Plan.

BATMAN includes the proposed land uses for the Hovchild Specific Plan, Deutsch Planned Community Specific Plan, Three Rings Ranch, Seneca Springs Specific Plan, Sun Lakes Specific Plan and the Potrero Creek Specific Plan.

The BATMAN recommendations are summarized below:

- Extend Cherry Valley Boulevard southwest of Desert Lawn Drive as an Augmented Major roadway.
- Classify the Cherry Valley Boulevard extensions from the northern extension of Jack Rabbit Trail, south to San Timoteo Canyon Road as a Major roadway.
- Link Highway 60 and San Timoteo Canyon Road with the Cherry Valley Boulevard extension as an augmented Urban Arterial roadway.
- Extend Jack Rabbit trail south of the Cherry Valley Boulevard extension to the intersection of San Timoteo Canyon Road as a Major road and continuing south past Highway 60 to the 4th Street intersection as an Augmented Major roadway.
- Upgrade Jack Rabbit Trail south of the Fourth Street extension to a Secondary roadway classification.
- Create a new Major roadway east/west linkage from the north 8th Street extension west, to the north Jack Rabbit Trail extension.
- Link Desert Lawn Drive south to San Timoteo Canyon Road as a Major roadway and upgrade the following road segments: San Timoteo Canyon Road south past the interchange with Highway 60 to the 4th Street extension as an Urban Arterial roadway; 4th Street southeast to Lamb Canyon Road (SR-79) as a Major

- roadway; from SR-79 east to Cherry Avenue as an Augmented Major roadway; and join Cherry Avenue east to Highland Springs Avenue as a Major roadway.
- Upgrade San Timoteo Canyon Road from the Singleton Road extension southeast to the Cherry Valley Boulevard extension as an Augmented Major roadway classification; from the Cherry Valley Boulevard to the new Desert Lawn Drive/San Timoteo Canyon Road linkage to a Major roadway classification; continuing east from the new Desert Lawn Drive/San Timoteo Canyon Road linkage to Desert Lawn Drive, as an Urban Arterial roadway.
- Link 4th Street west to Jack Rabbit Trail from the new north/south extension as an Augmented Major roadway.
- Upgrade 4th Street to a Secondary roadway classification.
- Provide an additional Augmented north/south linkage east of Jack Rabbit Trail and south of the 4th Street extension.
- Upgrade Desert Lawn Drive from a point south of Brookside Avenue and continuing to an intersection with San Timoteo Canyon Road as a Major roadway classification.
- Add a Secondary frontage road east of I-10 Freeway south of Brookside Avenue connecting to East 8th Street.

- Classify Brookside Avenue as a Secondary roadway.
- Classify Cougar Way east of Beaumont Avenue as a Secondary roadway.
- Classify 14th Street east of Desert Lawn Drive to the Nancy Avenue extension as an augmented Urban Arterial roadway; East Nancy Avenue to Cherry Avenue as an Arterial roadway; and east of Cherry Avenue to a Secondary roadway classification.
- Classify East 8th Street as a Secondary arterial.
- Classify East 6th Street as a Major roadway.
- Classify 1st Street as a Secondary roadway.
- Classify Westward Avenue east of California Avenue as a Secondary roadway.
- Extend Nancy Avenue south of Brookside Avenue to West 8th Street, as a Secondary roadway.
- Classify Veille Avenue as a Secondary roadway.
- Classify California Avenue south of East 6th Street to Lamb Canyon Road as a Major Roadway.

- Classify Beaumont Avenue south of Brookside Avenue to East 12th Street as a Major roadway; south of East 12th Street to California Avenue as an Augmented Major roadway; and from California Avenue through the City boundary (Lamb Canyon Road) as an expressway or multi-modal corridor.
- Classify Pennsylvania Avenue from a point north of East 8th Street to the Cherry Avenue extension as a Secondary roadway.
- Classify Cherry Avenue south of Brookside Avenue to 14th Street as a Secondary roadway.
- Extend Cherry Avenue south of 14th Street to I-10 Freeway as a Secondary roadway.
- Add a freeway interchange at the Cherry Avenue intersection to alleviate congestion at the existing interchanges.
- Extend Cherry Avenue south of the I-10 Freeway to the City boundary and classify this segment as an Augmented Major roadway.
- Classify Highland Springs Avenue south of Brookside Avenue to a point south of 14th Street as an Arterial roadway; from West 8th Street to East 8th Street, classify Highland Springs Avenue as an Urban Arterial roadway continuing south from East 8th Street and extending to 1st Street, classify Highland Springs Avenue as an

Augmented Urban Arterial; south of 1st Street to the City boundary, extend Highland Springs Avenue as an Augmented Major roadway.

The most important circulation issue is the correlation of the Land Use Element building intensities with Circulation Element capacity. It is the intent of the General Plan to maintain a balance between the General Plan land use intensities and its associated traffic demands with the capacity of the General Plan Circulation Element's transit system. Tests of this balance shall be conducted in the major stages of the development review process.

It is a major goal of the General Plan that specific standards for level of service will be achieved at built out of the Land Use and Circulation Elements. If the level of service standards cannot be met, development intensities must be reduced, or mitigation measures must be developed, or other City strategies must be identified as overriding.

The correlation of a level of service standards to development levels of development intensity, of requirements for phasing development with circulation improvements, and of measures to ensure implementation of circulation improvements represent the correlation of the Land Use and Circulation Elements.

III. GOALS, OBJECTIVES AND POLICIES

A. Overview

The most important circulation issue is the correlation of the Land Use Element building intensities with Circulation Element capacity. It is the intent of the General Plan to maintain a balance between the General Plan land use intensities and its associated traffic demands with the capacity of the General Plan Circulation Element's ultimate system. Tests of this balance shall be conducted at the major stages of the development review process.

It is a major goal of the General Plan that specific standards for level of service will be achieved at buildout of the Land Use and Circulation Elements. If the level of service standards cannot be met, development intensities must be redefined, or mitigation measures must be provided, or other City objectives must be identified as overriding.

The combination of a) level of service standards, b) successive levels of development review, c) requirements for phasing development with circulation improvements, and d) mechanisms to finance implementation of circulation improvements represent the correlation of the Land Use and Circulation Element.

B. Goals, Objectives and Policies

Goal C-1

Provide a circulation system to serve the internal circulation needs of the City, while also addressing the intercommunity or through travel needs.

Objective C-1.1

Maintain a minimum Level of Service "C" at intersections during non-peak hours and Level of Service "D" at all intersections during peak hours to ensure that traffic delays are kept to a minimum.

- Policy C-1.1.1 Upgrade the City's street standards and require that all new road facilities be constructed or upgraded, where feasible, to meet City standards.
- Policy C-1.1.2 Require an adequate evaluation of potential traffic impacts associated with proposed new developments prior to project approval, and implementation of appropriate mitigation measures prior to or in conjunction with project development.
- Policy C-1.1.3 Coordinate with Caltrans to implement necessary improvements at intersections where the agencies have joint jurisdiction.
- Policy C-1.1.4 Encourage development of parallel roads at a suitable distance from the I-10 Freeway and Highway 60 to provide adequate

intervals between freeway ramp intersections and parallel road intersections along the freeway access routes.

- Policy C-1.1.5 Periodically evaluate the Circulation Element roadway plan through utilization of the City of Beaumont Area Traffic Model/ Analyzer (BATMAN). The model shall be updated every three years, or as needed.
- Policy C-1.1.6 Identify and evaluate the major intersections requiring special design treatment to increase their vehicular capacity.
- Policy C-1.1.7 Minimize the number, properly space, and interconnect traffic signals in order to maximize progression and minimize the acceleration/deceleration that produces significantly higher vehicular emission and noise levels.

Objective C-1.2

Establish adequate measures to ensure traffic safety.

- Policy C-1.2.1 Require new developments to be served by roads of adequate capacity and design standards to provide reasonable access by car, truck, transit, or bicycle.
- Policy C-1.2.2 Discourage parking on all Urban Arterial, Arterial and Major roadways to increase the traffic capacity of these roadways and provide for bike lanes.

- Policy C-1.2.3 Establish speed restrictions throughout the City that relate to the design and operating characteristics of roadways.
- Policy C-1.2.4 Require that future roads and improvements to existing roads be designed to minimize conflicting traffic movements such as turning, curb parking, and frequent stops.
- Policy C-1.2.5 Require that the development of new private driveways do not introduce significant traffic conflicts along General Plan roadway and collector and arterial streets.
- Policy C-1.2.6 Require that pedestrian and vehicular traffic be separated to the maximum feasible extent.
- Policy C-1.2.7 Establish an ongoing maintenance program to ensure the safety of the City's roadway system.

Objective C-1.3

Preserve the quality of residential neighborhoods by maintaining the legally enforceable speed limits and by discouraging the flow of truck traffic and through traffic in these areas.

- Policy C-1.3.1 Enforce speed limits of 25 miles per hour in those areas defined by the California Vehicle Code as residential neighborhoods.

- Policy C-1.3.2 Establish weight restrictions where necessary on routes traversing through residential neighborhoods.
- Policy C-1.3.3 Review the design of all proposed new residential neighborhoods to ensure that "cut through" routes are minimized.

Objective C-1.4

Establish financing programs which incorporate adequate funding for the City's roadway system.

- Policy C-1.4.1 Identify and evaluate potential local revenue sources for financing roadway system development and improvement projects.
- Policy C-1.4.2 Pursue viable revenue sources to meet the roadway system funding needs from state and federal sources.
- Policy C-1.4.3 Implement street widenings and other circulation improvements which are related to new development in conjunction with citywide growth management efforts.

Objective C-1.5

Provide for flexibility in local residential street design where justified by land use density, topography, and special urban design situations.

- Policy C-1.5.1 In the areas designated for low density development, allow an appropriate reduction in the widths of right-of-way and improvement sections on local serving streets to accommodate lighter traffic requirements and preserve rural character.
- Policy C-1.5.2 In hillside areas with slopes equal to or greater than 25%, allow reduced right-of-way and improvement sections to limit grading and cuts in topography, while allowing access for fire trucks and other emergency vehicles.
- Policy C-1.5.3 In Specific Plan areas, allow flexible design standards for local residential streets incorporating such urban design concepts as neo-traditional town planning, pedestrian pockets, and others.

Goal C-2

Promote a regional transportation system that serves existing and future travel between Beaumont and other population and employment centers within the region.

Objective C-2.1

Interface with appropriate jurisdictions and agencies to encourage the timely improvement of roadway and transit facilities which address areawide and regional travel needs.

- Policy C-2.1.1 Support the update and completion of the Riverside County General Plan Circulation Element in response to the City General Plan Circulation Element.
- Policy C-2.1.2 Actively pursue the construction of new interchange and frontage road connector systems and other recommended system improvements in cooperation with state and local officials including Caltrans, Riverside County, and local developers. Measures should be taken to preserve anticipated right-of-way needs and to identify funding mechanisms for the interchange improvement.
- Policy C-2.1.3 Actively pursue the improvements to existing interchanges within the City and construction of new overpasses as required to achieve the adopted service level standards.
- Policy C-2.1.4 Coordinate with Western Riverside Council of Governments and Riverside County Transportation Commission to identify, protect, and pursue opportunities for transit along major transportation corridors which connect Beaumont to other population centers.

Goal C-3

Accommodate alternatives to private automobile transportation that meet the needs of all City residents.

Objective C-3.1

Require dedication and/or construction of appropriate facilities in support of a public transportation system.

- Policy C-3.1.1 Coordinate with the Riverside Coordinated Transit Agency to provide transit service along transportation corridors connecting to employment and commercial areas, health care facilities, and major recreation areas.
- Policy C-3.1.2 Require construction of bus turnouts adjacent to new developments where transit demand levels may be sufficient in the future to warrant such accommodations.
- Policy C-3.1.3 Investigate and promote improved demand responsive transit services for elderly and disabled persons.
- Policy C-3.1.4 Provide for express transit service through implementation of park-and-ride facilities along regional transportation corridors.
- Policy C-3.1.5 Review site plans to determine if pedestrian access from the interior of new residential areas to public transit stops will be direct and convenient and in conformance with the Americans with Disabilities Act (ADA).

Objective C-3.2

Provide a circulation network that accommodates the safe and efficient movement of cyclists on bike lanes and bike trails.

- Policy C-3.2.1 Create a system of bicycle lanes within the street right-of-way to meet the needs of both the local and commuter cyclist. The lanes shall be designed for the safety of the cyclist.
- Policy C-3.2.2 Adequate traffic control devices shall be provided for bicycle crossings.
- Policy C-3.2.3 Traffic signal phasing shall be adequate for bicycle turning and straight-through movements.
- Policy C-3.2.4 Off-street bicycle trails should use open space corridors, flood control, and utility easements where possible. Such trails shall minimize automobile cross traffic.

Objective C-3.3

Provide a system of sidewalks or pathways in residential and commercial areas that provides a safe environment for pedestrians.

- Policy C-3.3.1 Review site plans to determine if residential, commercial and office land uses are designed for pedestrian access. Future developments shall contain an internal system of trails linking schools, shopping centers, and other public facilities with residences. Towards this end, the City shall work closely with local and regional bicycling

groups towards development of a bicycling network which meets the needs of both commuters and recreational riders.

- Policy C-3.2.2 Require the installation of wheelchair ramps on all new sidewalks and encourage their installation in older neighborhoods.

Objective C-3.4

Provide for the development of equestrian and hiking trails in appropriate areas of the City.

- Policy C-3.4.1 Locate hiking and equestrian trails in appropriate areas identified as permanent open space, agricultural edges, public utility ROW's and easements, flood control channels, and areas designated for rural and estate density.
- Policy C-3.4.2 Encourage the development of a trail system that will not create unsafe situations for users or residents of the City.
- Policy C-3.4.3 At the time of precise alignment studies, and in conjunction with the required environmental assessments, the City shall review trail proposals to determine the likelihood of potential impacts upon existing or planned development.
- Policy C-3.4.4 Motorcycles and other motorized vehicles shall be prohibited from using the trail system.

Goal C-4

Provide an adequate supply of private off-street and public parking to meet the needs of residents and visitors to the City.

Objective C-4.1

Enforce and periodically update the zoning ordinance which specifies minimum parking requirements for various types of land use.

- Policy C-4.1.1 Enforce the parking ordinance and standard requirements such as necessary design features, the number of required handicapped parking spaces, etc. in conjunction with the parking ordinance.
- Policy C-4.1.2 Pursue methods of encouraging the provision of increased on-site parking supply through a range of techniques including redevelopment activities.

Objective C-4.2

Provide joint-use and public parking facilities where needed by special assessment districts or other mechanisms.

- Policy C-4.2.1 Require developers to provide adequate on-site parking and/or to contribute to a program to acquire and/or maintain off-site joint use facilities.

- Policy C-4.2.2 Work cooperatively with developers and the business community to develop funding mechanisms for the construction of future parking facilities.

Goal C-5

Manage peak hour traffic flow and demand on the circulation system to reduce traffic congestion where necessary and feasible.

Objective C-5.1

Provide for the development and monitoring of Travel Demand Management (TDM) programs at locations where tripmaking is concentrated.

- Policy C-5.1.1 Require transportation demand management plans to be submitted for preliminary review at the Specific Plan or Plot Plan stage of site development and submitted for final approval prior to the issuance of building permits, in accordance with the City's Transportation Demand Management Ordinance.
- Policy C-5.1.2 Encourage the implementation of employer Transportation Demand Management (TDM) requirements included in the Southern California Air Quality Management District's Regulation XV of the Air Quality Management Plan.

IV. THE CIRCULATION PLAN

The circulation plan proposed for Beaumont has been developed to provide adequate capacity to accommodate the travel demands of the land use element as well as to preserve the quality of life in Beaumont. Exhibit B illustrates the proposed circulation plan.

A. Significant Plan Features

Based on the assignment of traffic presented in the Circulation Element Traffic Study, roadway sizing and corridor requirements have been determined. These requirements are shown on Exhibit B which depicts the recommended circulation system classifications. The recommended circulation system is described in full in the recommendations section which follows.

With these roadway classification upgrades to the Preferred Plan of February, 1995, some localized roadway segments will operate slightly above Level of Service "C" capacity based on the classifications selected (daily volume-to-capacity ratio higher than 0.80). Where the circulation system is projected to serve volumes which exceed Level of Service "C", improvement in the flow of traffic can be achieved by implementation of capacity augmentation features at intersections within these areas. This strategy is discussed further in the recommendations section which follows.

As illustrated on Exhibit B, the results of the Beaumont Area Traffic Model/Analyzer assessment indicate that three corridor designations are desirable in addition to the traditional Riverside County designations. These are:

CITY OF BEAUMONT CIRCULATION PLAN



- An Augmented Urban arterial cross-section is recommended on San Timoteo Canyon Road/14th Street between Desert Lawn Drive and the Nancy Avenue extension; the Cherry Avenue extension between San Timoteo Canyon Road and Highway 60; and on Highland Springs Avenue between east 6th Street and 1st Street.
- An Augmented Major cross-section is recommended for segments on the Cherry Valley Boulevard extension, North Jack Rabbit Trail extension, Beaumont Avenue, Cherry Avenue extension, and Highland Springs Avenue.
- A multi-modal transportation corridor is recommended on Lamb Canyon Road (SR-79) south of California Avenue within the General Plan study area.

The use of the Augmented Urban Arterial cross-section is recommended for high volume roadway segments approaching freeway interchanges. The utilization of this cross-section will provide enhanced capacity for roadway segments requiring roadway capacity in excess of that which can be provided by the standard Urban Arterial cross-section.

B. Functional Classification

The classification of a roadway is intended to establish its function or role in the overall circulation system. It establishes the hierarchy of streets in terms of their purpose in relation to movement of through traffic versus provision of access to adjacent land uses.

The hierarchy of roadway classifications ranges from freeways (with full control of access, grade-separated interchanges, high speed-high volume traffic, emphasis on longer-distance and intercity travel) to local streets/cul-de-sacs (with unlimited access to fronting properties, low speed-low volume traffic, emphasis on multi-purpose use of the paved street section for travel, parking, pedestrian, and bicycle activity).

The Augmented Urban Arterial cross-section and Augmented Major cross-section are illustrated on Exhibit C with the other traditional Riverside County cross-sections. The new classifications are recommended to address travel demand needs in terms of (1) enhanced capacity, and (2) with the flexibility to accommodate alternative transportation modes.

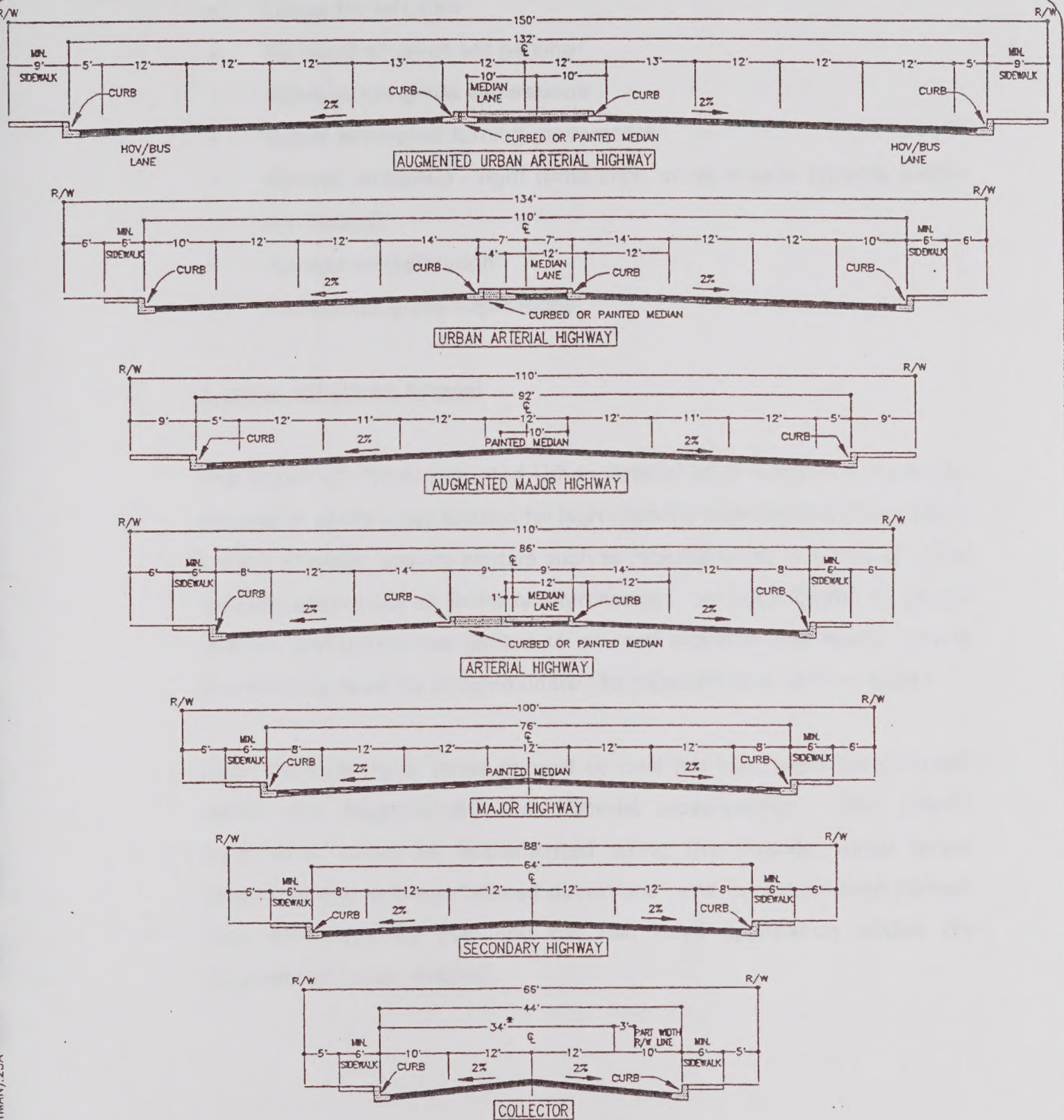
1. Multi-Modal Transportation Corridor

A multi-modal transportation corridor can be defined as a facility of four to eight lanes, depending on projected traffic volumes, and a right-of-way of sufficient width to accommodate future options, such as fixed rail or high occupancy vehicles. Where feasible these routes will be designed to Caltrans expressway standards.

Multi-Modal Transportation Corridors should provide an enhanced traffic-carrying capacity. The augmentation in capacity may be achieved by a variety of measures:

- Addition of through or turn lanes
- Preferential traffic signal timing and synchronization

CITY OF BEAUMONT GENERAL PLAN ROADWAY CROSS-SECTIONS



CITY OF BEAUMONT CIRCULATION ELEMENT
Beaumont, California

EXHIBIT C

Robert Kahn, John Kain
& Associates, Inc.

- Loops for left turn
- Removal of on-street parking
- Intersection grade separations
- Grade separated turning movements
- Access limitation - right turns only, or no access (streets and/or driveways)
- Access consolidation
- Pedestrian grade separations

2. Augmented Urban Arterial

The intent of the Augmented Urban Arterial is to provide a maximum feasible at-grade cross-section for high capacity facilities in the immediate vicinity of major activity centers such as regional malls, or areas of traffic concentration such as freeway interchanges. At such locations, transit options are sometimes limited to on-road systems and heavy turning movements must be accommodated to adjacent land uses or ramps.

Eight through travel lanes as well as dual left turn lanes are provided within the Augmented Urban Arterial cross-section. Bus priority treatments could be implemented along the outside travel lanes. Measures that achieve "shared operations" and maximum joint person-flow efficiency by bus and car can have application within the Augmented Urban Arterial.

3. Augmented Major

The intent of the Augmented Major is to provide six through travel lanes and a median turning lane within a limited right-of-way. The cross-section illustrated on Exhibit C provides an augmented capacity within the same 110 foot right-of-way as an Arterial cross-section. The median turning lane is provided within a painted median as opposed to a raised median. The Augmented Major cross-section provides a painted bike lane adjacent to the curb lane.

C. Recommendations

The circulation system features required to support the traffic demands of buildout of the City of Beaumont Preferred Land Use Plan are identified on Exhibit B. This exhibit presents recommended circulation system classifications which include three new corridor designations as discussed above, as well as alignment revisions compared to the Riverside County General Plan Circulation Element. Specific circulation recommendations for the City of Beaumont General Plan Circulation Element have been determined by comparing the features of Exhibit B to the current Riverside County General Plan Circulation Element. These recommendations are summarized below.

Provide for the following new roadway features:

1. An interchange on Highway 60 at the Cherry Valley Boulevard extension.
2. An interchange on Highway 60 at Jack Rabbit Trail.

3. An interchange on I-10 Freeway at Cherry Avenue.
4. Cherry Valley Boulevard extension southwest to San Timoteo Canyon Road and Highway 60.
5. Jack Rabbit Trail north extension through San Timoteo Canyon Road the Cherry Valley Boulevard extension.
6. North/south roadway linking Desert Lawn Drive south past San Timoteo Canyon Road, Highway 60, southeast to Lamb Canyon Road (SR-79), Cherry Avenue and east to Highland Springs Avenue.
7. The extension of Nancy Avenue south past 14th Street to West 8th Street.
8. The realignment of Cherry Avenue south of 14th Street and extending south to the City boundary.
9. A new east/west roadway linking West 8th Street and the northern extension of Jack Rabbit Trail.
10. The addition of 4th Street west of California Avenue.

Revise the classification of the following existing Riverside County General Plan Circulation Element roadways or equivalent City of Beaumont facilities:

1. Designate Lamb Canyon Road (SR-79) as a multi-modal transportation corridor from an existing Riverside County General Plan classification of Mountain Arterial.
2. Upgrade 14th Street between Desert Lawn Drive and the Nancy Avenue extension to an Augmented Urban arterial classification from an arterial classification.
3. Upgrade San Timoteo Canyon Road between Desert Lawn Drive and the north/south roadway linkage to an Urban arterial classification from a Major classification.
4. Upgrade Jack Rabbit Trail between Highway 60 and the 4th Street extension to an Augmented Major classification from a Secondary classification.
5. Upgrade Beaumont Avenue between East 12th Street and California Avenue to an Augmented Major classification from a Major classification.
6. Upgrade Highland Springs Avenue just north of East 8th Street from an Arterial classification to an Urban arterial classification; between East 8th Street and 1st Street to an Augmented Major from a Major classification, south of 1st Street to an Augmented Major classification from a Major/Secondary classification.

Adequate intersection performance during peak traffic hours can be insured with intersection geometrics which satisfy turning movement and through traffic capacity demands. In many instances, this may require dual left turn lanes, and right turn deceleration lanes on intersection approaches of the major roadway. By insuring that sufficient right-of-way is reserved at the critical intersections within the roadway system, it will be possible to implement the approach lane geometrics necessary to provide the required Level of Service.

As development within the City of Beaumont occurs, the improvement of the area-wide roadway system must occur concurrently in order to provide an adequate Level of Service. To insure that funds from developers and/or area-wide fee programs are appropriately targeted to ongoing circulation needs, it is recommended that a development monitoring process be implemented citywide.

Development Monitoring

The development monitoring process should require that proposed development submit traffic impact study reports to the City of Beaumont to identify project "Opening Year" traffic impacts, service levels and mitigation measures required to maintain adequate roadway system performance. Traffic impact study reports should accompany plot plan and tentative tract map submittals to the City.

VI. IMPLEMENTATION PROGRAM

This section of the Circulation Element discusses a broad range of topics related to transportation improvement implementation strategies which collectively work towards the realization of the Circulation Element goals and objectives.

A. Roadway Functional Design Guidelines

The following functional design guidelines are recommended for roadway classifications depicted on the Circulation Plan.

1. Augmented Urban Arterial

Features include:

- An eight lane high capacity highway with raised median (used for dual left turn movements) and striped shoulders.
- Access restriction may vary depending on the activity center served within the City and the degree to which the roadway serves through traffic. One-quarter mile intersection spacing should be considered where feasible.
- Curbside parking must be restricted along a heavily traveled facility of this type.

- Additional right-of-way/easement dedications should be considered at selected intersection approaches where heavy traffic flows require a separate right turn lane.

2. Augmented Major

Features include:

- A six lane cross-section with painted median (used for left turn movements).
- Minimum spacing for principal street intersections along Major streets should be one-eighth mile. Where overriding circumstances will not allow the minimum spacing policy to be maintained, left turn restrictions should be considered at minor unsignalized driveways.
- As a primary traffic carrier with limited right-of-way width, curbside parking should be prohibited within the striped shoulder except for emergencies.
- Additional right-of-way/easement dedications should be considered at key intersections with Urban Arterials, Arterials, and other Major streets to allow for full-width auxiliary turn lanes or dual-left turn lanes.

3. Urban Arterial

Features include:

- A six lane high speed highway with raised median (used for left turn movements) and striped shoulders.
- Access restriction may vary depending on where the facility is located within the City and the degree to which the roadway serves through traffic. Generally, one-quarter mile intersection spacing should be considered as a minimum. Where overriding circumstances will not allow the desired intersection spacing policy to be met, left turn restrictions should be considered at unsignalized intersections.
- Curbside parking is generally not considered appropriate along a heavily traveled facility of this type.

- Additional right-of-way/easement dedications should be considered at all key intersections with other Urban Arterials, Arterials, and Major streets for the accommodation of full width auxiliary turn lanes.

4. Arterial

Features include:

- A four lane cross-section with raised median (used for left turn movements).
- Desirable minimum spacing for principal street intersections along an Arterial is approximately one-quarter mile. Minor street and driveway access may be allowed at shorter intervals but consideration should be given to left turn restrictions at these locations.
- As a primary traffic carrier, curbside parking may not be considered appropriate along the more heavily traveled Arterial segments within the City.
- Additional right-of-way/easement dedications should be considered at key intersections with Urban Arterials, other Arterials, and Major streets for the accommodation of full-width auxiliary turn lanes.

5. Major

Features include:

- A four lane cross-section with painted median (used for left turn movements).
- Minimum spacing for principal street intersections along Major streets should be one-eighth mile. Where overriding circumstances will not allow the minimum spacing policy to be maintained, left

turn restrictions should be considered at minor unsignalized driveways.

- As a primary traffic carrier, curbside parking may not be appropriate along some of the more heavily traveled Major street segments within the City.
- Additional right-of-way/easement dedications should be considered at key intersections with Urban Arterials, Arterials, and other Major streets to allow for full-width auxiliary turn lanes or dual-left turn lanes.

6. Secondary

Features include:

1. Traffic signal analysis requirements for right-of-way acquisition and improvement projects on the circulator network.
- A four lane cross-section without median (undivided).
- Minimum intersection spacing along Secondary streets should be approximately 330 feet. Direct access from private residential properties should be avoided where possible.
- While the Secondary street cross-section allows for curbside parking, this parking must be prohibited near principal intersections where left turn lane striping is provided.

- While curbside parking should generally be tolerable and appropriate along most Secondaries, there may be localized circumstances which would warrant parking restrictions.
- Additional right-of-way/easement dedication should be considered at selected intersection approaches where heavy traffic flows require a separate right turn lane.

B. Development Impact Monitoring

The monitoring of traffic impacts associated with area development approvals is an important program which must be implemented to ensure that the City's transportation goals are achieved. The City's development impact monitoring procedures should include the following elements:

1. Traffic impact analysis requirements for individual development projects: These requirements should effectively determine the impact potential of development projects on the circulation system, and define appropriate mitigation measures which adequately address project impacts. This is particularly important in the analysis of larger development projects which are likely to impact the regional CMP roadway system. The traffic impact analysis requirements should at the same time, recognize and establish appropriate levels of analysis for intermediate and smaller sized development projects.
2. Maintenance of City's Buildout Traffic Model: Annual updates/refinements of land use inputs used in the Buildout Area Traffic

Model/Analyzer would allow the City to monitor the effect of on-going development approvals on ultimate circulation system needs. As specific Transportation Demand Management programs are implemented, the anticipated trip reduction effects of these measures can be incorporated in the model. Analysis of traffic forecast updates provide valuable information of the adequacy of the City's Circulation Plan and the impact of land use/development decisions.

3. Maintenance of the Riverside County CMP "approved" local traffic model: The Beaumont Area Traffic Model/Analyzer will be used specifically for the purpose of responding to Riverside County CMP requirements regarding: a) the determination of traffic Level of Service on the CMP roadway system; and b) impact analysis of local land use decisions on the regional transportation system (CMP system). The maintenance of a local traffic model which is approved for CMP analysis will minimize the need to regularly request SCAG's assistance in responding to CMP requirements.

C. Local Transportation Management

The development of strong local transportation management requirements will play an integral part in the City's ability to achieve the traffic Level of Service goal stated in the Circulation Element Goals and Objectives. Transportation management components include (1) Transportation Demand Management measures, and (2) Transportation System Management strategies.

Transportation Demand Management (also referred to as Travel Demand Management or TDM) measures are intended to reduce vehicle trip generation or influence when vehicle trips are made. Transportation System Management strategies involve relatively low cost facility improvements which maximize the efficiency/traffic carrying capacity of the roadway system.

For new commercial, industrial, and mixed use developments estimated to employ 100 or more persons, the City of Beaumont requires the property owner(s) or designer(s) to implement applicable measures which include various features oriented towards reducing the generation of off-site vehicle trips. Also included, are some off-site mitigation measures such as contributions to local Transportation System Management oriented facility improvements as well as regional TDM facilities. The City of Beaumont also requires TDM provisions for implementation, monitoring, and enforcing the TDM measures.

In addition to the TDM requirements, the City should take a leadership role in the formation of a community based ridesharing program and commuter bicycle program for local residents; and non-profit transportation management associations.

Transportation System Management (TSM) strategies involve the identification, prioritization, and monitoring of strategic low-cost circulation system improvements, which would maximize the efficiency of the local roadway system and improve traffic flow. These low capital improvements could include:

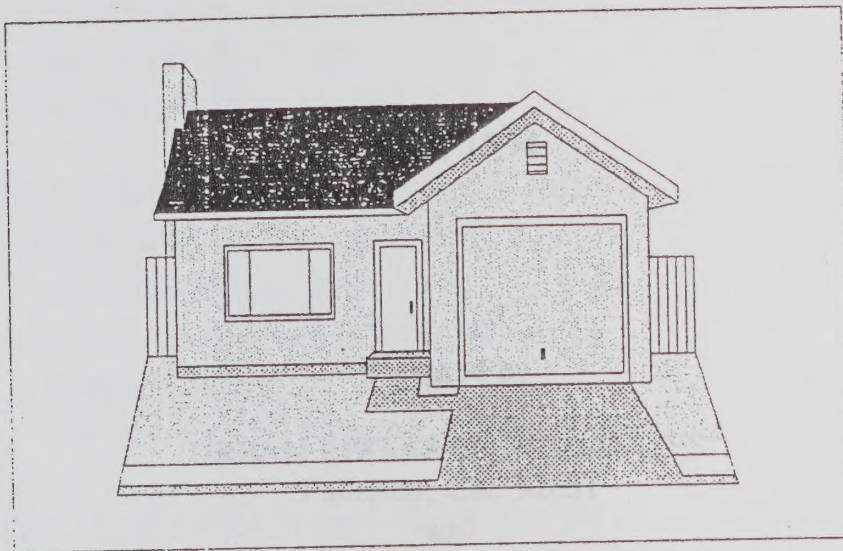
- Adding turn lanes or restricting turning movements during peak traffic periods at congested intersections;
- Widening of intersection approaches to accommodate additional through movement lanes or to improve visibility;
- Restriction or elimination of curb-side parking along congested arterials;
- Implementation of one-way street or reversible lane system;
- Installation of bus turnout bays;
- Installation of "smart" signal systems;
- Pavement marking modifications/improvements; and
- Completion of "missing links" in the roadway network.

D. Regional Coordination

As reflected in many of the Circulation Element components, regional coordination is essential to the successful implementation of the Circulation Plan. Several of the critical roadway system improvements which will be required to adequately accommodate build-out traffic flows are currently outside the City's jurisdiction. The solution to regional related traffic problems will require close coordination of traffic issues with the City of Moreno Valley, City of Banning, Riverside County, Caltrans District 8, and other communities within the area of Riverside County.

Other aspects of the City's Circulation Element such as compliance requirements of Riverside County's Congestion Management Plan and SCAG's Air Quality Management Plan/ Regional Mobility Plan will require a high level of cooperation with both the Riverside County Transportation Commission and SCAG.

GENERAL PLAN HOUSING ELEMENT CITY OF BEAUMONT



JUNE 1994



URBAN RESEARCH ASSOCIATES

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CITY OF BEAUMONT HOUSING ELEMENT

JUNE 1994

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I. PREFACE AND HOUSING CONTEXT

The essence of a community is reflected in its people and their living arrangements. Housing not only represents the single largest outlay in most family budgets, it also provides a form of savings and wealth. In addition, housing consumes more area than any other single type of land use. The City of Beaumont has recognized the vital importance of linkages between housing and access to local employment, shopping, and public services by adopting a balanced land use policy.

By law, each local community must include a detailed Housing Element in its General Plan. It must address concerns related to both the housing stock and the needs of those who reside in that stock, including matters of affordability and the needs of special population groups. California's Government Code Sections 65583 and 65584 outline the major topics required in all Housing Elements:

- Analysis of existing and projected housing needs for all income levels of the community, including the locality's share of the regional housing need.
- Analysis and documentation of household characteristics and housing stock conditions, including level of payment compared to ability to pay for housing.
- Analysis of any special housing (household) needs, such as those of the handicapped, elderly, large families, farmworkers, families with female heads of households, and persons in need of emergency shelter.
- Analysis of potential and actual governmental and non-governmental constraints upon the maintenance, improvement or development of housing for all income levels.
- Analysis of assisted housing at risk of conversion to market rate housing or to non-low income uses.

The analysis is to be accompanied by a set of policy statements, which not only include general goals and policies but also lists quantified objectives for a five-year time frame. Finally, the Housing Element must specify a detailed action program which will implement the statements of goals and objectives.

In response to those legislative mandates this updated Housing Element is organized into six sections as follows:

- A Preface, with general evidence of existing conditions and trends as well as Beaumont's share of regional housing needs
- Housing Needs Assessment, including household composition, costs and affordability, and groups with special needs
- Governmental and Market Factors Affecting the Local Housing System
- Site Availability for Housing Development
- Housing Goals, Policies, and Objectives
- Housing Action Programs

A. POPULATION AND EMPLOYMENT TRENDS

The 1990 U.S. Census of Population and Housing counted 9,685 Beaumont residents. A more recent estimate by the California Department of Finance put the total at 10,440 as of January 1, 1993. Since the beginning of the 1980s, Beaumont's population has increased at an average rate of almost 4.2 percent per year. Even though population analysts consider that to be robust growth, the rate is only half the explosive level experienced by Riverside County over the same time period. The economic recession and capacity limitations at the City's wastewater treatment plant slowed growth in Beaumont to less than one percent annually between 1990 and 1993. Construction activity and local growth are expected to return to a historically strong pace late in the decade as forecasts indicate in Table 1.

The General Plan, adopted in May 1993, forecasts the following "most likely" conditions at the year 2010 for the incorporated area *plus* the sphere of influence:

Population	36,000
Housing	14,075
Employment	18,300

Those figures imply more than a tripling of the community's population, housing, and job base over the coming two-and-a-half decades. Just how much of that occurs within Beaumont's city boundaries hinges on the degree of infill development, rate of new construction on the fringe and pace of annexations. Community interests in both Cherry Valley and Highland Springs could play a major part in shaping those future conditions.

The Southern California Association of Governments has drafted growth forecasts for the City of Beaumont, based on *current municipal boundaries*. Their figures for the years 2000 and 2010 suggest a population increase of approximately 5,100 during this decade with a gain of 2,200 more persons in the first ten years of the next century. Housing and jobs in Beaumont are both expected to double over the time span between 1990 and 2010. In order to accommodate the projected 14,500 total residents at the year 2000, Beaumont will need to add an average of over 220 housing units annually to its housing supply during the second half of the 1990s.

Employment in Beaumont traditionally has been dominated by retailing jobs and the services, especially health care and public education. Retail stores, health professions, and the Beaumont Unified School District provide jobs for nearly four out of ten local adults. Beaumont possesses a fairly strong jobs-housing balance in contrast to some neighboring cities. According to 1990 census figures, two-thirds of Beaumont's adult workers spend less than one-half hour each day travelling to work. Just 15 percent endure a commute which takes more than 45 minutes each way.

Source: U.S. Census, Population and Housing 1980 and 1990, California Department of Finance, Demographic Research Unit Series E-45 (1995), and Southern California Association of Governments, Draft Final Growth Forecasts (September 1991). Data taken by Linda Edwards Angeles.

TABLE 1.
CITY OF BEAUMONT GROWTH DYNAMICS & PROJECTIONS

	Population	Housing Units	Total Households	Total Employment
1980	6818	2852	2657	2100
1990	9685	3718	3512	3638
1993	10440	3866	3643	N.A.
2000	14555	5475	5172	4513
2010	16779	6260	5945	7057
Ave. Annual Change:				
1980-1990	287	87	86	154
1990-1993	275	54	48	N.A.
1993-2000	568	222	211	622
2000-2010	222	79	77	254
Annual Percent Change:				
1980-1990	4.21	3.04	3.22	7.32
1990-1993	0.78	0.40	0.37	N.A.
1993-2000	3.94	4.16	4.20	N.A.
2000-2010	1.53	1.43	1.49	5.64

Sources: U.S. Census of Population and Housing 1980 and 1990; California Department of Finance, Demographic Research Unit Series E-5 (1993), and Southern California Association of Governments, "Draft Final Growth Forecasts" (September 1993). Calculations by Urban Research Associates.

TABLE 2

BEAUMONT'S SHARE OF REGIONAL HOUSING NEEDS - 1989-1994

B. EXISTING & PROJECTED NEEDS

State laws require each regional Council of Government to determine existing and future housing needs every five years. The most recent determination appeared in a December 1988 publication of the Southern California Association of Governments (SCAG), which allocated existing and future needs for its constituent cities and counties. *Existing need* is defined by the estimated "number of lower income households paying more than 30% of their income for housing." Of the households in Beaumont at that time, approximately 58 percent (1,785) were considered to be lower income; meaning their annual incomes were less than 80 percent of the county median. About 18 percent of all households (559) were considered to be overpaying for shelter. Both the proportion of lower income and overpaying households were very similar to the proportions for Riverside County in general.

Since the existing need data were based on extrapolations from the 1980 Census they have been the subject of some debate. More current evidence of overpaying and an expanded analysis is provided for both the owner and renter submarkets in a later section of this document.

Projected Needs and Share of Regional Housing Need

Section 65584(a) of the Government Code requires that a community's *fair share of the regional housing need* be determined by the appropriate regional Council of Government. In the case of Beaumont, the responsible body is the Southern California Association of Governments (SCAG). Their projections of future housing needs for each municipality in the region have been specified and adopted for the period from July 1989 through June 1994. According to SCAG, the City of Beaumont's share is 444 dwelling units to be constructed for all income groups during that five year period. The construction need is further distributed among four income groups as follows:

TABLE 2
BEAUMONT'S SHARE OF REGIONAL HOUSING NEEDS -- 1989-1994

Income Group	Construction Need	Percent
Very Low Income (less than \$16,540)	72	16.2 %
Low Income (\$16,541 - \$26,465)	101	22.7
Moderate Income (\$26,466 - \$39,697)	100	22.5
Above Moderate (\$39,698 or above)	171	38.5

Source: Southern California Association of Governments, Regional Housing Needs Assessment adopted December 1988; Table 9. Calculations by Urban Research Associates.

As was the case in many Southern California communities, 1988 marked a high point for residential construction in Beaumont when building permits were issued for 244 new dwellings. Approximately one-third of those became available for occupancy during the first quarter of 1989. Consequently, between 1989 and 1993 builders in the City of Beaumont added about 270 units to the city's housing stock. Slightly more than half of that construction since 1989 was in the form of apartments, thereby expanding the local supply of affordable housing. The boom since has been followed by a slowdown in housing construction lending and the protracted recession.

C. HOUSING ELEMENT REVIEW

Section 65588(a) provides that each community shall review its housing element as frequently as appropriate, but at least once every five years. Such a review, according to the State Department of Housing and Community Development, focuses on:

Effectiveness of the Element: A comparison of the actual results of the earlier element with its goals, objectives, policies, and programs. The results should be quantified where possible (e.g., rehabilitation results), but may be qualitative where necessary.

Progress in Implementation: An analysis of the significant differences between what was projected or planned in the earlier element and what was achieved.

Appropriateness of Goals, Objectives, and Policies: A description of how the goals, objectives, policies, and programs of the updated element incorporate what has been learned from the results of the prior element.

The City's operative Housing Element was adopted in 1988. During the five years following its adoption, these quantified results were achieved:

N.A. Housing units were rehabilitated

77 Households were assisted through the Section 8 program

468 Housing units were added to the stock

More than 40 percent of that new housing added to Beaumont was in the form of lower-to-moderate cost apartments.

The current Housing Element did not contain policies and programs which were sufficiently detailed to respond to all three review areas outlined above. Therefore, the element has been completely revised to meet the technical requirements of the law and the availability of new housing resources such as Low Income Housing Tax Credits, HOME funds, and density bonuses.

TABLE 3
HOUSEHOLD TYPES IN THE CITY OF BEAUMONT

Household Type	Number	Percent
Couples w/Children	921	26.2 %
Couples no Children	852	24.3
Female Heads of Household	515	14.7
Male Single Parent Households	162	4.6
Persons Living Alone	903	25.7
Other Non-family Households	159	4.5
Total:	3,512	100.0 %

Source: U.S. Census of Population and Housing, Summary Tape File 1, Table P16; Calculations by Urban Research Associates.

B. TENURE

Of the 3,512 households in Beaumont at the time of the Census, 55.3 percent were owners and 44.7 percent were renters. In contrast to many lower desert communities in Riverside County, Beaumont has fewer than two dozen condominiums, representing less than one percent of its total housing stock. Most renters live in multi-family structures; however, about one-fourth of all single-family dwellings are renter occupied. Mobile homes also provide affordable housing for renters but their tenure situation is not always clear because many own their coach while renting the space it occupies.

Variations in housing tenure are closely linked to income and the age of the householder. Heads of household who are under age 35 are most likely to be renters. In contrast, those in the age 55+ cohorts are likely owners by a margin of three to one. (See Figure H-1). The connection between income and owner/renter status are addressed at length in a subsequent section of this analysis.

As of 1990 slightly more than 200 housing units or 5.5 percent of the citywide total were vacant. Most housing analysts would consider that level to closely resemble an

II. HOUSEHOLD AND HOUSING NEEDS

The Government Code also requires that each Housing Element include an analysis of the demographic and economic conditions of households and housing stock attributes. Wherever the data permit, that assessment should document the housing circumstances of both tenure groups --- renters and owners. Specifically, Section 65583(a) requires an examination of:

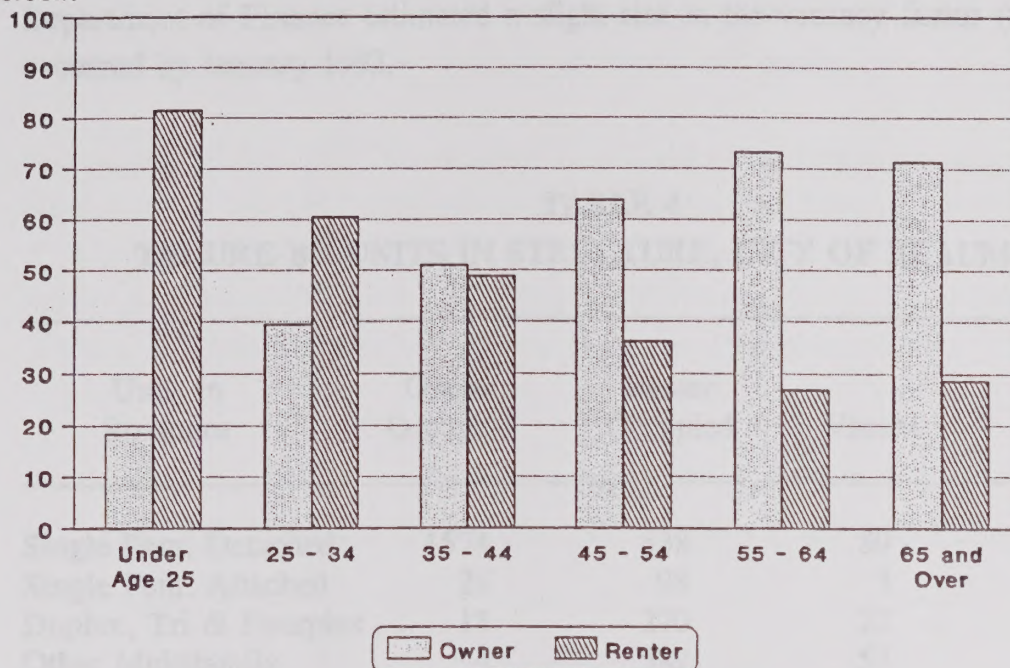
- Household Characteristics
- Tenure of Occupied Housing Units
- Overcrowding
- Affordability
 - (Level-of-Payment compared to Ability-to-Pay)
- Housing Stock Characteristics
- Special Housing Needs

A. HOUSEHOLD COMPOSITION

As of the April 1990 Census, there were 3,512 occupied housing units in Beaumont. By definition, the number of occupied dwellings equals the number of *households*. Although it is commonplace to regard *households* as synonymous with *families* this is not necessarily the case in the 1990s. Approximately three-quarters of Beaumont households are families but just one in four is comprised of a married couple with children living at home. Of note, both the number of homes occupied by persons living alone and by couples without children almost equal the number of traditional families with children.

HOUSING TENURE BY AGE OF HOUSEHOLDER CITY OF BEAUMONT

Percent



URBAN RESEARCH ASSOCIATES: H-1

Source: U.S. Census of Population and Housing, Summary Tape File 1, Tables
H01-H04; Calculations by Urban Research Associates.

C. OVERCROWDING

Overcrowding reflects pressure on the interior living space. Both the state and federal governments define overcrowding in terms of the relationship between the number of persons residing in the housing unit and the number of rooms. Housing units having "more than 1.01 persons per room" are considered to be overcrowded, and those with "more than 1.50 persons per room" are classified as severely overcrowded. An overcrowded unit is not necessarily one having an inadequate physical environment; rather it is a demographic statement. For example, a family of six persons living in a five-room house or apartment building "overcrowded" when one of the children moves out.

An overcrowded situation provides the potential liability of some households to purchase or rent housing space in more than one unit. It may be long time that is

"ideal" vacancy factor of 5.0 percent in a local housing market. The state's Department of Finance estimated a slight rise in the vacancy factor (to 5.7%) had occurred by January 1993.

TABLE 4
TENURE BY UNITS IN STRUCTURE, CITY OF BEAUMONT

Units in Structure	Owner Occupied	Renter Occupied	Vacant	Total Units
Single Fam. Detached	1574	538	89	2201
Single Fam. Attached	28	98	3	129
Duplex, Tri & Fourplex	15	270	22	307
Other Multifamily	4	582	57	643
Mobile Home	303	69	23	395
Other	19	12	12	43

Source: U.S. Census of Population and Housing, Summary Tape File 1, Tables H41-H43; Calculations by Urban Research Associates.

C. OVERCROWDING

Overcrowding reflects pressures on the interior living space. Both the state and federal governments define overcrowding in terms of the relationship between the number of persons residing in the housing unit and its number of rooms. Housing units having "more than 1.01 persons per room" are considered to be *overcrowded* and those with "more than 1.50 persons per room" are classified as *severely overcrowded*. An overcrowded unit is not necessarily one having an inadequate physical condition; rather it is a demographic statement. For example, a family of six persons living in a five room home or apartment becomes "uncrowded" when one of the children moves out.

An overcrowded situation reveals the financial inability of some households to purchase or rent enough space to meet their needs. It may be long term due to

income limitations or the lack of options in the local housing market. Alternatively, it may be a temporary phenomenon because households typically move into larger accommodations to meet the needs of an expanding family.

Evidence from the 1990 Census revealed minimal overcrowding in Beaumont. Eleven percent of all occupied units fall into the technical definition of overcrowded. The 17.5 percent overcrowding rate among renters was approximately triple that found among owner households (6.0%). This disparity arises in part from a limited number of three and four bedroom apartments in the local housing market.

TABLE 5
OVERCROWDED HOUSEHOLDS IN THE CITY OF BEAUMONT

Household Size Range	Owner Occupied	Renter Occupied	Total	Percent
<u>Number</u>				
< 1.00 Persons per Room	1827	1294	3121	88.9 %
1.01 - 1.50 Pers per Room	63	150	213	6.1
1.51 - 2.00 Pers per Room	39	64	103	2.9
> 2.01 Persons per Room	14	61	75	2.1
<u>Percent</u>				
< 1.00 Persons per Room	94.0 %	82.5 %	88.9 %	
1.01 - 1.50 Pers per Room	3.2	9.6	6.1	
1.51 - 2.00 Pers per Room	2.0	4.1	2.9	
> 2.01 Persons per Room	0.7	3.9	2.1	

Source: U.S. Census of Population and Housing, Summary Tape File 1, Table H22; Calculations by Urban Research Associates.

D. AFFORDABILITY

Housing affordability is one of the most important, yet frequently misunderstood, aspects of local housing conditions. It deals with the intersection of at least three housing market attributes, (1) nominal prices and rental rates of the available supply, popularly expressed as monthly "costs;" (2) the ability and willingness of households to pay certain costs; and (3) variable external factors such as the costs of financing, utilities, taxes, and associated conditions which add to the core monthly cost. The first two attributes are of direct interest in the preparation of Housing Elements.

For purposes of needs assessment and policy formulation, the U.S. Department of Housing and Urban Development categorizes all families into one of four groups according to their income limits. Those limits are benchmarked to the median income for the county of which the municipality is a part. In the case of Riverside County, the census median income was \$ 33,081 for a family of four persons.

The income limits applicable to Beaumont, based on a four person household, are indicated in Table 6 below:

TABLE 6
HOUSEHOLD INCOME GROUPINGS, CITY OF BEAUMONT

Income Category	Percent of Regional Median	Income Dollar Limits
Very Low Income	Less than 50 %	\$ 0 - \$ 16,540
Low Income	51% - 80 %	\$ 16,541 - \$ 26,465
Moderate Income	81 % - 120 %	\$ 26,466 - \$ 39,697
Above Moderate	Above 120%	\$ 39,698 and Above

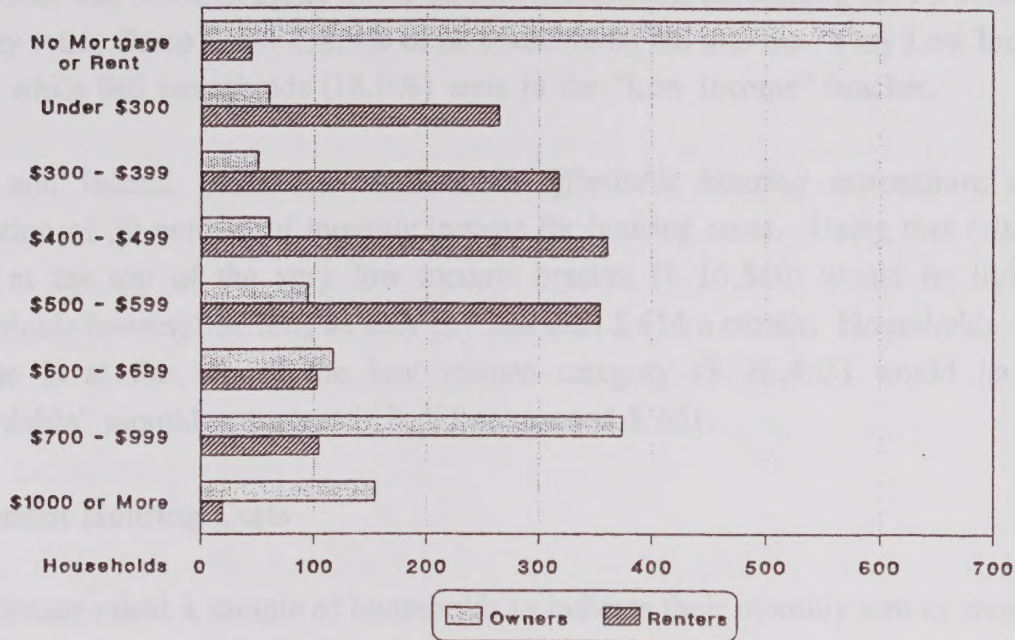
Source: U.S. Census of Population and Housing; Calculations by Urban Research Associates.

TABLE 7.
HOUSING COSTS AMONG BEAUMONT HOUSEHOLDS

	Percent of Owners	Percent of Renters	Percent of All Households
<u>Nominal Monthly Shelter Costs:</u>			
Less than \$ 200	31.8	11.3	21.4
\$ 200 - \$ 299	11.4	8.4	9.9
\$ 300 - \$ 399	3.3	20.3	11.9
\$ 400 - \$ 499	4.0	23.0	13.7
\$ 500 - \$ 599	6.3	22.5	14.6
\$ 600 - \$ 699	7.9	6.6	7.2
\$ 700 - \$ 999	25.0	6.7	15.6
\$ 1000 or More	<u>10.3</u>	<u>1.2</u>	<u>5.7</u>
Total:	100.0	100.0	100.0
<u>Median Monthly Costs:</u>			
Owners with Mortgage	\$ 751		
Owners with No Mortgage	\$ 150		
Renters	\$ 445		
<u>Housing Payment Relative to Income:</u>			
Paying < 20%	59.3	22.5	40.8
Paying 20-24%	10.8	8.7	9.7
Paying 25-29%	9.0	12.0	10.5
Paying 30-34%	6.2	12.0	9.1
Paying 35% or More	<u>14.7</u>	<u>44.8</u>	<u>29.9</u>
Total:	100.0	100.0	100.0

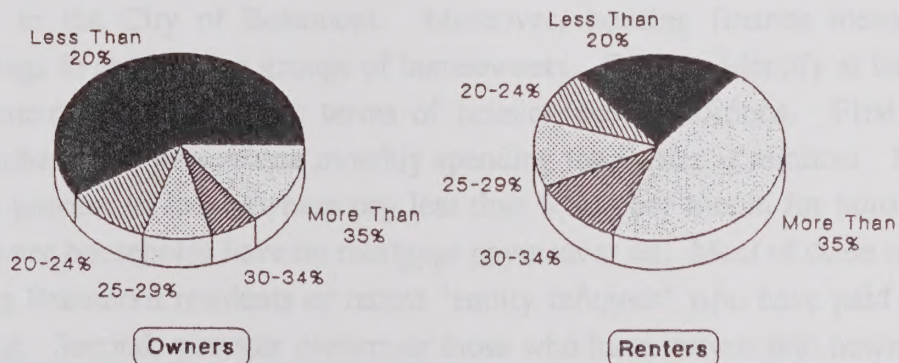
Source: 1990 Census of Population and Housing, Summary Tape File 3,
Tables H42, H43, and H53; Calculations by Urban Research Associates

DISTRIBUTION OF OWNER & RENTER HOUSING COSTS IN BEAUMONT



URA: FIGURE H-2

BEAUMONT MONTHLY HOUSING COSTS AS PROPORTION OF INCOME



URA: FIGURE H-3

Lower income households would be those whose incomes fall within the first two categories; that is, less than \$ 26,466 per year. At the time of the 1990 Census, Beaumont was home to 2,032 lower income households, accounting for 58 percent of the city total. Some 1,367 (38.9% of all households) fell into the "Very Low Income" range while 665 households (18.9%) were in the "Low Income" bracket.

State and federal guidelines consider an *affordable housing expenditure* as an allocation of 30 percent of monthly income for housing costs. Using that criterion, those at the top of the very low income bracket (\$ 16,540) would be living in "affordable housing" so long as they pay less than \$ 414 a month. Households whose income is at the top of the low income category (\$ 26,465) would have an "affordable" monthly payment if it did not exceed \$ 661.

Beaumont Housing Costs

The Census asked a sample of households to indicate their monthly rent or mortgage payment and other housing costs such as utilities, taxes, and insurance. Those expenditures then may be compared between owners and renters and analyzed in terms of the shelter expenditures relative to income. The profile of renter and owner outlays is summarized in Table 7. Although those figures reflect early 1990 conditions, a deflationary economy and reductions in interest rates have actually stabilized, or for many owners, even reduced housing costs since that date.

The distribution of monthly shelter costs indicates a marked contrast between owners and renters in the City of Beaumont. Moreover, housing finance means vastly different things to at least two groups of homeowners. One can identify at least three distinct Beaumont submarkets in terms of housing cost conditions. First are the sizeable number of owners whose monthly spending for shelter is minimal. Not only do some 43 percent of local owners pay less than \$ 300 per month for housing, just over 600 owner households have no mortgage payment at all. Most of those represent longstanding Beaumont residents or recent "equity refugees" who have paid cash for their housing. Second, younger owners or those who have moved into newer homes since the early 1980s typically face substantially higher monthly outlays. About 35 percent of the city's owners fall into that subgroup, paying more than \$ 700 in shelter costs. Third, the vast majority of Beaumont renters fit into a middle ground between the first two groups. The median monthly rent payment is \$ 445, meaning that half

of all renters pay less than that amount and half pay more. Nearly 66 percent of Beaumont's renter households pay between \$ 300 and \$ 599. By way of comparison, the median expenditure among owners is \$ 751.

Payment Compared to Ability-to-Pay

Data recently became available on the percentage of household income spent on housing costs by owners as well as renters in Beaumont. These figures, shown in the lower portion of Table 7, disclose that more than half (57 percent) of the city's total renter households spend more than 30 percent of their income on housing costs. In contrast, just one-fifth of owners spend that proportion each month. Local housing affordability, when defined as an expenditure of less than 30 percent of monthly income, is enjoyed by six out of ten Beaumont households. The majority of that group are longstanding owners.

Overpaying is of most serious concern among the lower income households. Interpolations from the Census cross tabulations of housing expenditures by income levels permit an estimation of the number of very low and low-income households who are paying in excess of 30 percent and their incidence rates of overpaying. Those estimates are summarized here:

TABLE 8
OVERPAYING HOUSEHOLDS IN BEAUMONT

Subgroup	Number	Incidence Rate
<u>Very Low Income Overpaying</u>		
Owners	101	19.2 %
Renters	663	78.7 %
<u>Low Income Overpaying</u>		
Owners	84	23.5 %
Renters	152	49.4 %

Source: 1990 Census of Population and Housing, Summary Tape File 3, Tables H50 & H59; Calculations by Urban Research Associates.

As one would have expected, the incidence of overpaying for shelter is most widespread among very low income renters. Nearly four out of five must pay more than 30 percent of monthly income to obtain suitable shelter in Beaumont. Their incidence rate is almost four times as great as the overpaying among very low income owners; most of the latter group is comprised of senior citizens.

Examining the overpaying issue from another perspective, one can estimate the general level of overpayment for all lower income households regardless of their tenure. Fully 56 percent of all very low income and 35 percent of low income households in Beaumont spend in excess of 30 percent of their monthly income on housing.

At least a portion of the City's needs for housing cost assistance are addressed by Beaumont's participation in the County Housing Authority's programs. For example, at the end of summer 1993, 77 households in Beaumont participated in the Section 8 program. Beaumont also contains 12 units operated under the Low Rent Public Housing Program.

E. HOUSING STOCK CHARACTERISTICS

Beaumont had a housing stock comprised of 3,718 total dwelling units as of April 1990. New construction since that date raised the dwelling total to 3,866 at the beginning of 1993. As Table 9 reveals, slightly more than one-fifth of the housing supply is in apartments and one-tenth is provided by mobile homes. Both of these forms of affordable housing are widely scattered across the northern, eastern and southeastern edges of the city, with particularly strong concentrations located between 6th and 8th Streets as well as east of Beaumont Avenue above 14th Street.

The age of a residential dwelling is sometimes a useful measure of actual or potential housing improvement needs. About 30 percent of Beaumont's housing was constructed during the 1980s and almost half dates from the period since 1970. Table 9 further shows that one home in five is now more than 40 years old, a point at which age often prompts a need for major repairs and obsolescence reduces the market desirability of some units. Roughly two-thirds of the pre-1950 housing in Beaumont is still owner occupied, suggesting good prospects for attention to repairs and necessary upkeep. However, ten percent of that oldest housing stock was vacant at

the time of the census. If left unoccupied for too long a time, such units could become neglected and potential targets for vandalism.

Windshield surveys by the consultants in December 1993 identified two abandoned and boarded housing units plus another four which are candidates for demolition. As indicated by Table 9, more than 720 homes in Beaumont were constructed prior to 1950. A majority of those are located in the core and southwest quadrant of the city, west of Michigan Avenue and south of Eleventh Street. Units in need of repairs and rehabilitation are more heavily concentrated to the west of Beaumont Avenue below Eleventh. Two secondary areas of housing concern are along Fifth Street and the rectangular area bordered by Sixth, Xenia, Eighth, and Illinois. The most common rehabilitation needs involve exterior painting; roof, porch, and window repairs; and yard maintenance, including removal of inoperative vehicles. Approximately 150 - 175 housing units need rehabilitation of one form or another.

City Total	3718	100.0	3.7
Periods of Construction	Number	Percent	Percent
Pre 1940	205	5.5	5.5
1940 - 1949	136	3.7	3.7
1950 - 1959	748	20.1	20.1
1960 - 1969	517	13.9	13.9
1970 - 1979	628	17.0	17.0
1980 - 1989	303	8.2	8.2
1990 - 1999	738	19.8	19.8
City Total	3718	100.0	3.7

Source: 1990 U.S. Census of Population and Housing, Summary Tape #001, Tables 103-107, tabulations by Urban Research Associates

TABLE 9.
BEAUMONT HOUSING STOCK CONDITIONS

<u>Housing Mix by Structure Type:</u>	<u>Number</u>	<u>Percent</u>	<u>Persons per Hhld</u>
Single Family Detached	2201	59.2	2.87
Single Family Attached	129	3.5	2.96
Duplex	116	3.1	2.42
Tri- or Fourplex	191	5.1	2.80
Five to Nine Unit Apts.	318	8.6	2.38
Ten+ Unit Apts.	325	8.7	2.60
Mobile Homes	395	10.6	1.99
Other	43	1.2	2.94
City Total:	3718	100.0	2.70

<u>Housing Mix by Age:</u>	<u>Number</u>	<u>Percent</u>	<u>Percent Vacant</u>
Pre 1940	303	8.1	9.9
1940 - 1949	426	11.5	1.4
1950 - 1959	748	20.1	2.8
1960 - 1969	517	13.9	6.4
1970 - 1979	628	16.9	2.7
1980 - 1984	363	9.8	6.1
1985 - 1990	733	19.7	10.5
City Total:	3718	100.0	5.5

Source: 1990 U.S. Census of Population and Housing, Summary Tape File 3,
Tables H25-H27; calculations by Urban Research Associates.

F. SPECIAL HOUSING NEEDS

A City's Housing Element must analyze the housing needs of several special population groups. Those include the handicapped, elderly, large families, farm-workers, families with female heads of household, and persons in need of emergency shelter. Each subgroup is most often concerned about housing which is adapted to their needs, is affordable, or both.

Handicapped

Persons with physical or social limitations have gained increased attention from federal and state policy makers. California's Housing Element laws use the label handicapped when referring to this special population group. Whether one's preference is for the term *handicapped*, *disabled*, or . . . *challenged*, the housing related needs remain the same. Accessible residential environments and adaptive interiors are necessary for such individuals to function as full members of the community.

Precise information on the housing needs of the handicapped is difficult to obtain, owing to the wide range of physical and other impairments which might indicate a "handicap" and the extent to which such conditions are temporary or permanent. The U.S. Department of Health and Human Services estimates that at any given time, ten percent of the American population experiences some type of handicap. Applying that rate to Beaumont's 1990 population yields an estimated 970 handicapped persons.

The census collects information only on self-care limitations, and transportation or work-related disabilities. In Beaumont, nearly 500 persons indicated some limitations on their ability to get around or to care for themselves (Table 10). Fifty-four percent of that group were individuals age 65 and over. More than 1,270 Beaumont residents also stated that they had some type of work disability although one-sixth of those were employed. Note that these counts of the handicapped are not additive because of overlapping disabilities.

Persons having mobility problems and self-care limitations are of most interest from a housing policy viewpoint. They account for slightly more than five percent of the total population and nearly one-fifth of Beaumont's senior citizens. The City's Dial-

A-Ride service and a mileage reimbursement program for "personal escorts" are both considered by City staff to be "very effective" in dealing with the transportation needs of the community. In-home care, home delivered meals, and tenant/management relations in area mobile home parks continue to be major areas of local concern.

TABLE 10
HANDICAPPED POPULATION SUBGROUPS, CITY OF BEAUMONT

Handicapped Group	Total Number	Number Age 65+	Percent of Total Pop	Percent of Senior Pop
Mobility Limitation Only	167	89	1.7 %	6.3 %
Self-Care Limitation Only	143	42	1.5	3.0
Mobility and Self-Care Limit.	188	139	1.9	9.8
	—	—	—	
Total:	498	270	5.1 %	19.1 %
Persons with Work Disability:				
Employed	212	0	2.2	
Unemployed	41	0	0.4	
Not in Labor Force	1021	580	10.6	
	—	—		
Total:	1274	580	13.2 %	

Source: 1990 U.S. Census of Population and Housing, Summary Tape File 1 Tables P16 and P27, Summary Tape File 3 P69; Calculations by Urban Research Associates.

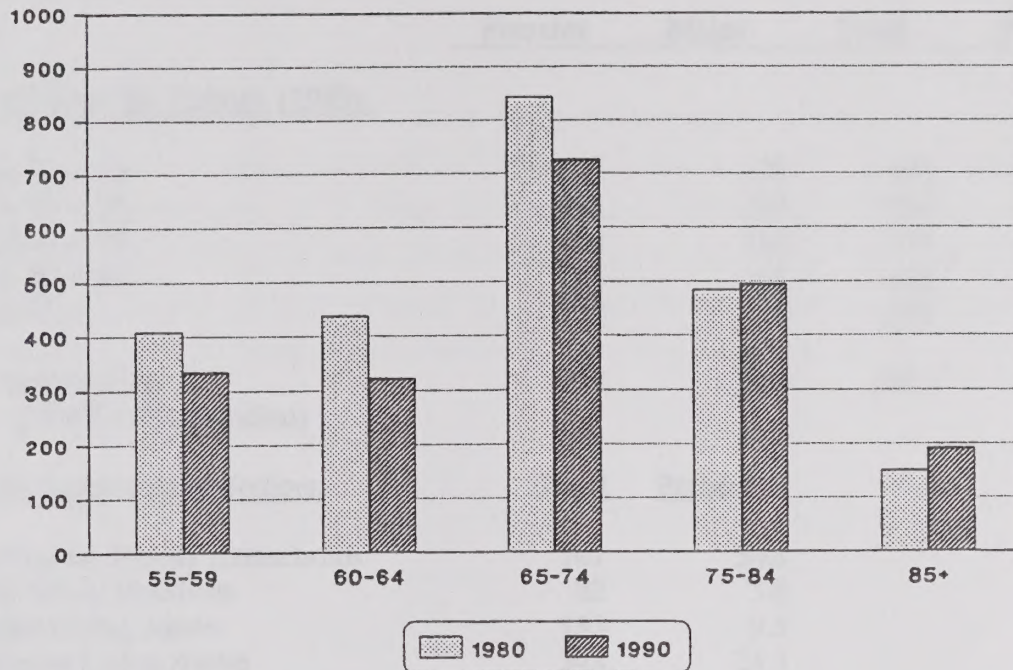
Senior Residents

As of the 1990 Census just over 1,400 Beaumont residents were age 65 or older, resulting in a one seventh (14.6%) share of the total population. That compares with even larger shares in Banning (21%) and Cherry Valley (25%). A disproportionate number of Beaumont's seniors live alone. One out of every three local residents over age 65 lives alone, versus only one out of eleven in the city's general population. In terms of households, 26 percent in Beaumont are headed by a senior citizen.

With the appearance of more planned communities such as Sun Lakes and senior-oriented mobile home parks in Riverside County, many citizens and public officials have become concerned about rising numbers of older persons and commensurate increased demands for public services, including assisted housing. Given that regional context, it may come as a surprise to learn that *the number of Beaumont residents age 65 and over actually shrank between 1980 and 1990*. Not only did that age cohort lose 66 persons during the decade but the number of pre-elderly (those age 55-64) declined by 189 individuals, for a 22 percent loss. What is happening is an expansion in the age 75+ cohort in Beaumont, registering a gain of 52 individuals (Figure H-4). To paraphrase one local source, the older-old subgroup is growing, but as they die they are not being replaced by the younger-old.

Slightly more than two-thirds of Beaumont's elderly are homeowners and a majority of those live with either a spouse or other relative. (See Table 11.) Even though most senior homeowners do not need direct housing cost assistance, a substantial number who reside in older homes undoubtedly have deferred maintenance on their dwellings. Senior renters, in contrast have a high incidence of overpaying, as 60 percent must allocate more than 30 percent of their incomes toward shelter costs. Two age-targeted apartment complexes (Cherrywood and Beaumont Park), several small "trailer parks," and a large mobile home community serve the local elderly. Senior residents and service providers have expressed major concerns about a growing unease among mobile home and trailer park residents, limited reach of home delivered meal program, transportation to medical services beyond the "Pass" communities, and the absence of assisted living environments, such as board-and-care settings or apartments with a common dining facility. In part, these limitations in the housing and residential support areas stem from a funding difficulties and a lack of economies of scale in the community. The recently adopted Redevelopment Plan will ultimately provide remedies for some of these concerns.

BEAUMONT SENIOR CITIZENS BY AGE COHORT



URBAN RESEARCH ASSOCIATES: H-4

TABLE 11.
SENIOR RESIDENT PROFILE, CITY OF BEAUMONT

	<u>Females</u>	<u>Males</u>	<u>Total</u>	<u>Percent</u>
<u>Senior Citizens by Cohort (1990):</u>				
Age 65 – 69	227	175	402	28.5
Age 70 – 74	181	143	324	23.0
Age 75 – 79	169	135	304	21.5
Age 80 – 84	123	68	191	13.5
Age 85 +	<u>132</u>	<u>59</u>	<u>191</u>	<u>13.5</u>
Total Seniors: (14.6% of Population)	832	580	1412	100.0
<u>Living Arrangements of Seniors:</u>				
	<u>Total</u>	<u>Percent</u>		
In Nuclear Family Households	707	50.1		
With Other Relatives	82	5.8		
Males Living Alone	135	9.5		
Females Living Alone	343	24.3		
With Nonrelatives	55	3.9		
Nursing Homes & Group Qtrs	90	6.4		
<u>Housing Tenure of Senior Householders:</u>				
Owners		68.9 %		
Renters		31.1 %		
<u>Housing Costs of Seniors:</u>				
	<u>Senior Owners</u>	<u>Senior Renters</u>		
Paying Less than 20 %	71.5 %	14.6 %		
Paying 20–24 %	6.0 %	7.6 %		
Paying 25–29 %	4.1 %	17.7 %		
Paying 30–34 %	5.1 %	17.7 %		
Paying 35 % or More	13.3 %	42.4 %		

Source: 1990 Census of Population and Housing, Summary Tape File 1, P12 & P23;
Summary Tape File 3, Tables H51 & H60; Calculations by Urban Research Associates.

Large Families/Households

Of the 3,500 households in Beaumont at the 1990 Census, 490 were large households with five or more persons. These were fairly evenly split between owners and renters, although the former group slightly outnumbered the latter. The number of large households increased at a faster rate than the growth in housing units in Beaumont during the 1980s. A particularly strong need is experienced by large renter families who face very limited choices in the local housing market. Beaumont contains fewer than 250 housing units with four or more bedrooms; only a fifth of those are rentals.

TABLE 12
BEAUMONT HOUSEHOLD SIZE DISTRIBUTION

Household Size	Owner Occupied	Renter Occupied	Total Households	Percent
One Person	519	385	904	25.7 %
Two Persons	621	397	1018	29.0 %
Three Persons	256	347	603	17.2 %
Four Persons	276	221	497	14.2 %
Five Persons	189	106	295	8.4 %
Six or More Persons	82	113	195	5.6 %

Source: 1990 U.S. Census of Population and Housing, Summary Tape File 3 Table H18; Calculations by Urban Research Associates.

Farmworkers

Precise data on the number of actual farmworkers in a community are unavailable because Census reports lump those employed in retail nurseries, veterinary medicine, forestry services together with agricultural production workers. There were 97 Beaumont residents employed in the agricultural sector as of 1990. They represented fewer than three percent of the adult work force. No evidence is available to

determine whether these individuals are permanent, year-round workers or seasonal employees, requiring some form of temporary housing.

Single Parent / Female Headed Households

The number of single parent households has increased sharply in recent years just as has the number of persons who live alone. The group most often capturing the attention of housing analysts are female householders with children living at home. In total, 1101 households in Beaumont as of 1990 were headed by a female. This equates to almost one-third of all households in the city. The mix of those households is as follows:

TABLE 13
FEMALE HEADED HOUSEHOLDS IN BEAUMONT

	Number	Percent of All Households
Females Living Alone		
Under Age 65	185	5.3
Over Age 65	343	9.8
Female Householder Families		
with Children	388	11.0 %
with No Related Children	127	3.6 %
Non-family H'holds w/Female Head	58	1.7 %

Source: 1990 Census of Population and Housing, Summary Tape File 1, Table P16; Calculations by Urban Research Associates.

Single mothers with children in the house and older women who live by themselves are the two most prominent subgroups of female householders. In those homes where the children are under age 18 the poverty incidence exceeds 90 percent; that falls to less than 20 percent in poverty as those young people reach adulthood, even if they continue living with a single parent. Fewer than 15 percent of the elderly women living alone in Beaumont have poverty level incomes. Housing cost assistance needs

for female headed households therefore are most acute among those with young children present.

Homelessness & Persons in Need of Emergency Shelter

Despite the depth of the latest economic recession, Beaumont has experienced very little homelessness. Field observations by the consultants on three separate days and at different times of day in December 1993 counted only three homeless individuals on the street. All were adult males. Local church and social services officials reported that three other individuals currently are living in personal vehicles. At the time of the 1990 Census 15 persons were recorded as staying in emergency shelter in Beaumont.

Two Beaumont organizations furnish the homeless with vouchers for temporary shelter. Both Fellowship in the Pass church and H.E.L.P. Incorporated pay the cost of housing women with children at local motels. Pastor Bruce Edwards reported that the number served is no more than ten per year. The church also provides a clothes closet, food pantry, and an evening meal once a month for needy families. Most users of those services are young female householders with children, who do have housing in Beaumont. Project H.E.L.P., a local non-profit service group, also offers emergency shelter vouchers for up to three nights, "transit bags," and vouchers for gasoline. The president of HELP, Elanor Kotsos, reported that most of their contacts are with *temporarily homeless families* rather than with *chronically homeless singles*. Many of the temporarily homeless had been staying with local relatives or friends prior to being displaced.

Representatives of the major service providers as well as city officials consider these efforts to be adequate in meeting the housing requirements of the homeless. Given that perception and the small numbers of homeless, there does not appear to be a need for a specialized city shelter.

G. ASSISTED HOUSING AT RISK

Chapter 1451, Statutes of 1989, amended Section 65583 of the Government Code to require analysis and program efforts for preserving assisted housing developments by July 1992. The following components are required to be included in a housing element:

1. Inventory of units at risk of losing use restrictions.
2. Cost analysis of preserving at-risk units versus replacing them.
3. Non-profit entities capable of acquiring and managing at-risk projects.
4. Potential preservation financing sources.
5. Number of at-risk projects/units to be preserved.
6. Program efforts to preserve units at risk of losing use restrictions.

According to HCD, the inventory must identify projects with affordability controls, and determine potential conversion dates, compile information on those with conversion dates within the 10-year analysis period, by each 5-year period. The 10-year analysis period for Beaumont is:

- 1989 to 1994
- 1994 to 1999

Units potentially at risk which are assisted by various federal, state, and local housing programs include those:

- Eligible to change to non-low-income housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions; and
- Eligible within the ten-year period following the statutory adoption "due-date" of the housing element amendment.

Two data sources were consulted to identify low income rental units potentially at-risk of conversion to non-low income uses:

1. California Housing Partnership Corporation, Inventory of Federally Subsidized Low-Income, Rental Units At Risk of Conversion, 1991 update for Southern California counties.

2. California Debt Advisory Commission, Annual Summary 1991, The Use of Housing Revenue Bond Proceeds, (November 1991) 24 pp. + Attachments and Appendices.

In many communities, rental housing built during the 1960s and 1970s under the Section 236, 202, 221(d)(3) and similar programs are eligible for mortgage prepayment after 20 years. The California Housing Partnership Corporation prepared an inventory of those units at risk of conversion to market-rate housing by the year 2008. According to that source there are no units at risk in the City of Beaumont.

Two assisted projects were developed in Beaumont after the mid-1980s utilizing federal Farm Home Loan Program 515 funds. These units are deed restricted to preserve affordability well into the next century and, hence, are not at risk.

Specifically, these projects are:

Cherrywood Senior Apartments
FmHA 515 program rental units
30 units
20 year deed restriction began January, 1991

Noble Creek Apartments
FmHA 515 program rental units
Phase I: 54 units
Phase II: 54 units
50 year restriction beginning January 1985 for Phase I and January 1988 for Phase II

The City will carefully monitor all federal and state notices and policies regarding the preservation of units at risk. When units are determined to be *at risk*, the City will then undertake a cost analysis of their continuance or replacement and meet any additional requirements specified under the 1987 and 1990 low income housing preservation legislation. Programs to replace or preserve "at risk" units include:

1. Community Development Block Grants
2. HUD Section 202 funds
3. HOPE, HOME, and California Housing Finance Agency Program funds.
4. Tax exempt bonds in cooperation with Riverside County

5. Low Income Housing Tax Credits
6. Federal Home Loan Bank subsidy programs

A. LOCAL GOVERNMENTAL FACTORS

This sub-section presents an analysis of governmental factors that affect the development and control over the site and aerial viewing. None of these governmental factors, however, significantly impede or constrain the development of affordable housing in Beaumont. A synthesis of the qualified consultant analysis is provided at the end of this section.

Land Use Controls

The Land Use Element and Zoning Ordinance provisions regulate the types, density and size of housing for designated use categories. Beaumont's Land Use Element designates four categories of residential land use, as follows:

Ultra Density	0-1.1 du/acre
Low Density	1.4-4.1 du/acre
Medium Density	4.2-8.0 du/acre
High Density	8.1-16.0 du/acre

The density ranges of each zoning classification differ somewhat from the guidelines used in the General Plan, as explained later in this Element under the heading of "Development Guidelines." According to the City's Land Use Element, all sites classified as High Density Residential (8.1 to 16.0 du/acre) are deemed to be potential affordable housing development sites. In addition, residential sites for affordable housing have been identified in specific plan areas.

The City has six residential zoning classifications and one residential overlay zone classification. The six zoning classifications are RA, R-OF, R-1.5, R-3.5, R-6D and R-FD. The intent of each residential zoning designation is as follows:

- * R-1.5 (Residential Single-Family) is intended to provide for and encourage the development of approximately medium low density housing.

III. GOVERNMENTAL AND MARKET FACTORS AFFECTING LOCAL HOUSING SYSTEM

A. LOCAL GOVERNMENTAL FACTORS

This sub-section presents an analysis of governmental factors that affect the development and cost of new for-sale and rental housing. None of those governmental factors, however, significantly impede or constrain the development of affordable housing in Beaumont. A synthesis of the quantified constraint analysis is provided at the end of this section.

Land Use Controls

The Land Use Element and Zoning Ordinance provisions regulate the types, density and size of housing development in a community. Beaumont's Land Use Element designates four categories of residential land use, as follows:

Rural Density	0-2.3 dus/ac
Low Density	2.4-4.1 dus/ac
Medium Density	4.2-8.0 dus/ac
High Density	8.1-16.0 dus/ac

The density ranges of each zoning classification differ somewhat from the guidelines listed in the General Plan, as explained later in this Element under the heading of "Development Standards." According to the City's Land Use Element, all sites classified as High Density Residential (8.1 to 16.0 dus/ac) are deemed to be potential affordable housing development sites. In addition, candidate sites for affordable housing have been identified in specific plan areas.

The City has six residential zoning classifications and one residential overlay bonus classification. The six zoning classifications are RA, R-SF, R-LM, R-MF, R-HD and R-PD. The intent of each residential zoning designation is as follows:

- *R-A (Residential Agriculture)*: intended to provide for and encourage the development of agriculturally-oriented low density living areas.

- *R-SF (Residential Single Family)*: intended to protect established neighborhoods of one family dwellings and to provide space in suitable locations for additional developments of this kind, with appropriate community facilities.
- *R-LM (Residential Low/Medium)*: intended to protect established low medium density neighborhoods of multiple-family dwellings and to provide space suitable in appropriate locations for additional housing developments of this kind, such as duplexes, patio homes, garden apartments, townhouses and similar dwellings along with appropriate community facilities.
- *R-MF (Residential Multiple Family)*: intended to protect established medium density neighborhoods of multiple family dwellings and to provide space suitable in appropriate locations for additional housing developments of this kind, such as duplexes, patio homes, garden apartments, townhouses and similar dwellings along with appropriate community facilities.
- *RHD (Residential High Density)*: intended to protect established high density neighborhoods of multiple family dwellings and to provide space in suitable locations for additional high density housing developments as designated on the General Plan or adopted Specific Plan.
- *R-PD (Residential Planned Development)*: intended to be a holding zone for large undeveloped areas of the City which are designated primarily for residential development. Development of parcels of two acres and larger would require a Development Plan.

Beaumont has also adopted an overlay zone (R-OB) as a residential bonus overlay. In essence, the R-OB zone establishes a specialized area that will, through incentives, facilitate the construction of affordable housing. The density for any particular site may be increased (i.e., density bonus) in excess of that permitted for standard projects by the Land Use Element, subject to the constraints of the parcel being considered.

Development Standards

Table 14 outlines the development standards for the six zoning classifications. In addition to those standards, a minimum floor area requirement must also be met by new development. This is determined by the number of bedrooms as shown below:

	<u>Single Family</u>	<u>Multi-Family</u>
Studio	N.A.	500 s.f.
One-Bedroom	600 s.f.	650 s.f.
Two-Bedroom	800 s.f.	800 s.f.
Three+ Bedrooms	1100 s.f.	1100 s.f.

TABLE 14
RESIDENTIAL DEVELOPMENT STANDARDS

Development Standard	R-A	R-SF	R-LM	R-MF	R-HD	R-PD
Setbacks						
Front	25'	25'	25'	25'	25'	**
Side	10'	5'-10' ⁽¹⁾	5'-10' ⁽¹⁾	5'-10' ⁽¹⁾	5'-10' ⁽⁴⁾	**
Rear	20'	15'-20' ⁽²⁾	15'	15'	10'	**
Building Height	35'	35'	35'	35'	35'	**
Minimum Lot Area	8,000	6-12,500	6,000	6,000	7,000 ⁽⁵⁾	**
Minimum Dimension	80x10	varies ⁽³⁾	60x100	60x100	70x100 ⁽⁵⁾	**
Density	5.4	3.4-7.2	7.2	16	32	--

Notes:

** *Determined through the development plan process.*

⁽¹⁾ *10 feet for corner lots on street side, interior lots in excess of 70 feet wide, and all two story dwellings in R-LM zone.*

⁽²⁾ *20 feet for two story dwellings.*

⁽³⁾ *Widths vary from 60' to 125' feet and minimum depth is 100'.*

⁽⁴⁾ *Five feet on one side, ten feet on the other.*

⁽⁵⁾ *Single family homes in this zone may have a minimum lot size of 5,000 s.f. and minimum dimensions of 50x100.*

Source: City of Beaumont Municipal Code, Title 17 (Zoning).

Secondary/accessory housing units are permitted in the RA, R-SF, R-LM and R-MF zones subject to the approval of a Conditional Use Permit (CUP).

The parking requirements for residential uses are as follows:

- *Single Family Dwellings:* two (2) spaces within a private garage on the same lot.
- *Multi-Family Dwellings:* studio units, one (1) covered space; 1-2 bedroom units, two (2) spaces, one of which must be covered; 3 bedrooms +, 2.5 spaces, one of which must be covered.

The standard of 2.5 spaces for a three-bedroom unit may act as a development constraint for affordable housing because the level of vehicle ownership of the residents is unlikely to be as high as for market rate housing.

Designated specific plan areas located within the City of Beaumont are governed by State law. As such any approved Specific Plan area must implement the General Plan. In order to accomplish this, each of the density ranges shown in the General Plan Land Use Element are used as guidelines, with the Specific Plan used for implementation and refinement. While the site development standards created for each Specific Plan are flexible and unique, they closely parallel those found in the City's zoning code.

Building Permits/Building Plan Check

According to the City Building Official, the current length of time for City review of building plans for new construction is approximately ten calendar days. That time span covers the period from submittal to the applicant being supplied a first list of corrections. After that point, processing time is dependent upon how long the corrections take and issuance of a building permit.

Code Violations and Substandard Housing

The City most often uses the State Health and Safety code as a guideline for substandard. The City also uses a state guide, "Abatement of Dangerous Buildings," in evaluating substandard housing. In its dealings with substandard housing, the City uses a variety of methods, including response to complaints, code enforcement, and referral system.

Upon notification of a potential code violation, or suspected substandard housing conditions, the building department undertakes a thorough investigation using the guidelines discussed above. In addition to complaints received from the general public, the Building Department also works with the Police Department on a referral basis when there is a suspected code violation or substandard housing condition.

Site Improvements

The City of Beaumont currently uses the 1991 edition of the Uniform Building Code (UBC). According to the local building official, no local adjustments to that have been adopted. For public improvements the City follows a combination of two different subdivision/public improvement guidelines. The first standard is the County of Riverside Standard Plans; the second document, adopted by City ordinance, is the Green Book of Standards 1991 edition, published by the American Public Works Association. Each of these documents illustrate standard design and construction diagrams for public improvements.

Fees and Exactions

All local jurisdictions impose fees on new development. For a prototypical single family development in Beaumont, the fees associated with new construction total about \$11,168 for a 1,700 square foot home. For a 10 unit apartment complex (5-1 bdrm. units @ 650 s.f. and 5-2 bdrm. units @ 800 s.f.), the per unit impact fee is about \$11,130. Table 15 outlines the per unit scale for development impact fees. A comparison of Beaumont's fees with those of several nearby cities is made in Table 16. However, one should note that the totals do not include building permit and plan check fees, nor fees associated with engineering. Even so, the data do represent a reasonable basis for comparisons.

TABLE 15
RESIDENTIAL DEVELOPMENT IMPACT FEES, CITY OF BEAUMONT

Fee	Rate	Single-Family	Multi-Family
School	Per Unit	\$ 5,200	\$ 5,200 ave.
Sewer Hook-up	Per Unit	\$ 3,200	\$ 3,200
Electrical	Per Sq. Ft.	\$ 0.035	\$ 0.030
Basic Services	Per Unit	\$ 500	\$ 500
General Plan	Per Unit	\$ 50	\$ 50
Water Import Fee	Per Unit	\$ 2,158	\$ 2,158
Building Permit	Varies	Varies	Varies
Building Plan Check	65 % of Permit	65 % of Permit	65 % of Permit
Improvement Plan Check ^(a)	Varies	Varies	Varies
Improvement Inspection ^(b)	Varies	Varies	Varies

Notes:

^(a) Based on engineering costs estimate and ranges from 2% to 5%

^(b) Based on engineering cost estimate and ranges from 3% to 7.5%

Source: City of Beaumont Planning and Building Department.

TABLE 16.
COMPARATIVE DEVELOPMENT IMPACT FEES

Fee	Beaumont	Banning	Calimesa	San Jacinto	Perris	Riverside County
Police	----	\$ 328.	----	----	----	----
Fire	----	490.	\$ 400.	\$ 577.	----	\$ 400.
Parks	----	1,175.	1,950.	525.	----	----
PASS	\$ 2,155.	----	----	----	----	----
Water	----	1,610.	3,004.	1,825.	1,825.	1,825.
Sewer	----	----	1,610.	3,120.	4,195.	4,195.4,195.
Sewer Hook-up	3,200.	----	----	----	----	----
Traffic Signal	----	180.	150.	150.	----	150.
Traffic / Streets	----	----	----	325.	----	----
Drainage	----	----	1,000.	1,498.	2,050.	2,050.
General Impact	500.	180.	2,883.	----	4,201.	2,767.
School	5,200.	4,505.	4,505.	4,505.	4,505.	4,505.
Kangaroo Rat	----	----	----	488.	488.	488.
RBBD	----	----	----	----	----	600.
General Plan	50.	----	----	----	----	----
Other	----	----	----	366.	----	----
Total:	\$ 11,105.	\$ 10,078.	\$ 17,012.	\$ 14,454.	\$ 17,264.	\$ 16,980.

Source: Compiled by Castaneda & Associates from Local Planning Departments.

As the above table reveals, Beaumont has the second lowest development impact fees of area cities, clearly not hindering affordability. In addition to these fees, the City charges for building plan check, permit issuance, public improvement plan check and improvement inspections. On a prototypical development these fees would be approximately \$2,017 per unit. Therefore, the total fees paid in association with the construction of a single family home would be about \$13,120. In the City of Beaumont, school district impact fees represent the largest component (39.6%) of all development impact fees. Since those are levied by the district they are outside the direct control of the City.

Entitlement Processing

In conjunction with new housing developments, entitlements/approvals are sometimes necessary to obtain prior to the commencement of construction. The list of review and approval actions in Table 17 summarizes the cost and length of time for staff review of each type of approval in the City of Beaumont. Entitlements may also be necessary from various regional and special district entities.

B. MARKET AND FINANCIAL CONSTRAINTS

Dominating the list of potential market factors which may pose a constraint on the production and availability of housing are land and construction costs and the *price* of credit. The latter item is best expressed by the level and movement of interest rates for home mortgage lending. The onset of the 1990s brought a deflation in housing prices in many markets and the lowest mortgage interest rates in more than two decades. The nationwide recession and sharply reduced costs of housing finance are both factors external to the Beaumont economy but nonetheless brought a general improvement in the level of housing affordability.

Land Prices

In order to determine current land prices in the Beaumont area, contact was made with a local Realtor and the Realty Investment Association of California (RIAOC). A summary of recent local land transactions by density is listed in Table 18.

TABLE 17
DEVELOPMENT ENTITLEMENT PROCESSING

Staff Review & Processing thru Approval	Fee	Time Required
Conditional Use Permit (CUP)	\$ 750.	6 Weeks
Condominium Conversion (CDC)	\$ 500.	12 Weeks
Development Agreement	\$ 5,000.	8 Weeks
Environmental Assessment/Negative Declaration	\$ 250.	4 Weeks
Environmental Impact Report (EIR) Review	\$ 2,500. + \$ 40/hr. over 40 hours	3 Weeks ^(a)
General Plan Amendment	\$ 2,250 + 30/acre	10 Weeks
Lot Line Adjustment	\$ 200.	2 Weeks
Planned Unit Development (PUD)	\$ 250.	12 Weeks
Specific Plan	\$ 3,000 + \$ 30/acre	16 Weeks ^(b)
Tentative Parcel Map	\$ 1,000 + \$ 20/lot	8 Weeks
Final Tentative Parcel Map	\$ 1,500 + \$ 25/lot	
Tentative Tract Map	\$ 1,500 + \$ 20/lot	10 Weeks ^(b)
Final Tentative Tract Map	\$ 1,500 + \$ 25/lot	
Variance	\$ 500.	6 Weeks
Vesting Tentative Map	\$ 2,500 + \$ 20/lot	
Zone Change	\$ 1,500.	8 Weeks ^(b)

Notes:

^(a) Does not include NOP; NOC/Circulation has other notice periods.

^(b) Does not allow for CEQA consideration beyond initial study/negative declaration.
In case of an EIR, CEQA time lines prevail.

Source: City of Beaumont Planning Department.

TABLE 18
BEAUMONT AREA LAND SALES, 1993

Transaction Size	Description	Price
<u>Single Family</u>		
236 Lots	Tentative Map	\$ 1,500,000.
50 Lots	Tentative Map	350,000.
219 Acres	Zoned Residential	4,860,000.
0.24 Acres	Zoned R-SF	45,000.
0.96 Acres	Zoned R-SF	60,000.
0.21 Acres	Zoned R-SF	49,000.
8.02 Acres / 35 Lots	Tentative Map	575,000.
7.72 Acres / 36 Lots	Tentative Map	450,000.
2.54 Acres / 11 Lots	Tentative Map	195,000.
<u>Multiple Family</u>		
17.5 Acres	Zoned R-MF	1,500,000.
0.40 Acres	Zoned R-HD (up to 7 units)	74,500.
1.3 Acres	Zoned R-HD (16 DU/Acre)	225,000.

Source: Castaneda & Associates survey, December 1993.

For the larger, single family projects with tentative maps in place, the average price per lot was \$12,002. Smaller, infill sites had an average price per square foot of about \$3.67. Assuming a site is zoned R-LM (Residential Low Medium), with the minimum lot size of 6,000 square feet, would cost about \$22,020. Multiple family sites currently average \$3.41 per square foot. Land costs then remain low compared to many other jurisdictions on the metropolitan fringe of the Los Angeles region.

Construction Costs

Like other areas in the state, southern California and Riverside County have been in a recession, particularly affecting the real estate and construction industries. Nonetheless, construction costs remain the single most significant expenditure in new home development.

Costs are not only dependent on materials but on the cost of labor as well. Lumber costs have risen in the past few months but have leveled off, or have decreased slightly. The high cost of lumber has made construction with alternative products more attractive. Many contractors are using steel beam frame construction, plastics, and prefabricated components as a method of keeping construction prices down. This ultimately maintains lower home prices. Labor costs have remained relatively consistent, even in the present recession. California is regarded as one of the most expensive states to conduct business with high insurance premiums, workers' compensation and wage rates.

Given the fluctuating circumstances it is difficult, if not impossible, to accurately estimate construction costs without doing a detailed "sticks and bricks" estimate for a particular project. In assessing a project's feasibility, however, developers often use a per square foot estimate for the "sticks and bricks" or hard construction component. For single family residential construction, these factors can range from \$37 per square foot for production homes, to more than \$75 per square foot for custom homes. Generally speaking, however, a typical single family production home the per square foot factor is about \$42 per square foot. Multi-family dwellings are higher, at about \$52 per square foot, reflecting the costs of stairwells and more elaborate firewalls.

Availability of Financing

Within the current economic recession, the nation has enjoyed a lengthy period of highly favorable interest rates. Interest rates on a 30-year, fixed rate conventional loan for a single family dwelling stood at less than 7.5% at the start of 1994. While the availability of financing can be a governmental constraint, since rates are manipulated by the Federal Reserve Board, local jurisdictions have no control over these rates. During inflationary periods, however, some cities have sponsored below-market interest loan programs, typically to assist first-time buyers.

Legislation passed by Congress requires all lending institutions to report loan application information by geographic areas (census tracts). The Home Mortgage Disclosure Act (HMDA), requires lenders to keep track of the status of all loans by census tract. In so doing, it allows an analysis of whether certain areas are being denied access to financing. The table below shows the status of loan applications for the two most recent data reporting periods -- 1991 and 1992. Note, however, that the percent of loans originated and percent of loans denied do not equal 100%. This is due to the fact that some applications are approved, but not accepted, or withdrawn by the applicant.

TABLE 19.
LOAN STATUS BY CENSUS TRACT, CITY OF BEAUMONT

Census Tract	Total Applications	Loans Originated	Percent of Origination	Percent of Loans Denied
438.03	827	494	59.7 %	25.3 %
438.05 ^(a)	118	70	59.3	44.3
438.06 ^(a)	304	209	68.8	26.3
439	402	244	60.7	24.1
440	69	48	69.6	15.9
Total	1,720	1,065	61.9 %	23.4 %

Notes: Loan applications during 1991 & 1992 for one to four-family dwellings including home purchase loans as well as refinance and home improvement loans.

^(a) No loan applications were submitted during 1991 for these census tracts.

Source: Office of Thrift Supervision. Disposition of Loan Applications by Location of Property and Type of Loan, 1991 and 1992, Table 1 extract. compilation by Castaneda & Associates.

As Table 19 indicates, less than one quarter of the loan applications city-wide were denied. Nearly two thirds of the loan applications were approved and accepted by the applicant. The highest denial rate occurred in Census Tract 438.05, which wraps around the extreme western and southwest areas of Beaumont. However, since that tract also covers a large unincorporated territory, it is impossible to determine the degree to which city residents were impacted.

Potential Constraints on Housing Production Affordability

This section presents an assessment of the extent to which governmental and non-governmental factors contribute to the cost of new housing in Beaumont. The analysis helps to identify which factors truly constrain the production of "affordable housing".

The housing prices that are affordable to *very low income households* nearly always fall below the total development costs of market rate housing. Under these circumstances, new sales and rental housing is often beyond the means of very low income households. For example, households at 35% of the area median income, can afford a new home that costs \$46,500; households at 60% of the area median can afford a dwelling priced at \$88,000. With regard to rental housing, those two illustrative groups can afford monthly payments of \$359 and \$615.

The development costs for new for-sale and rental housing in Beaumont are based on a quantified assessment of both governmental and non-governmental factors. The governmental factors most pertinent to the impact analysis include: density (6,000 s.f lots); height (35 feet); minimum unit size (1,200 s.f.); the City's development, building, and engineering fees (\$7,922 per unit); school fees (\$5,200); and parking and setback requirements (encompassed within the lot size). Non-governmental factors include, but are not limited to, the following: site improvement costs (\$12,500); direct construction costs (variable per square foot); land prices; financing and profit.

Assuming an 1,100 square foot home (consistent with minimum unit size requirements), and prevailing land and construction costs, the total estimated delivered

TABLE 20.
SINGLE FAMILY RESIDENTIAL COST COMPONENTS

Component	Amount	Percent
Direct Construction (\$42/sq. ft.)	\$ 46,200.	46.0 %
Financing	4,000.	4.0
Marketing	3,094	3.1
Builder Overhead	3,094.	3.1
Customer Service	750.	0.7
Development Fees	5,905.	5.9
School Impact Fees	5,200.	5.2
Building & Engineering Fees	2,017.	2.0
Site Improvements	12,500.	12.4
Land Costs	8,839.	8.8
Builder Profit	8,839.	8.8
Total:	\$ 100,438.	100.0 %

Source: Castaneda & Associates.

TABLE 21.
MULTIPLE FAMILY RESIDENTIAL CONSTRUCTION COST COMPONENTS

Component	Amount ^(a)	Percent
Direct Construction (\$ 52/sq.ft.)	\$ 426,010.	60.3 %
Financing	48,364.	6.8
Development Fees	59,297.	8.4
School Impact Fees	52,000.	7.4
Building & Engineering Fees	8,104.	1.1
Site Improvements	5,000.	0.7
Land Cost (Survey Results)	108,260.	15.3
Total:	\$ 707,035.	100.0 %
Cost Per Unit:	\$ 70,704.	

Note: ^(a) Assumes a ten unit, two-story complex on level parcel.

Source: Castaneda & Associates.

costs are \$100,438. Table 20 itemizes the various development costs associated with the construction of a single family dwelling in a residential tract.

Prototypical for-sale housing is clearly affordable to *lower income* households whose incomes fall at 70% to 80% of the County median. That housing also could become affordable to households with incomes at 60% of the median income through one of several cost reduction strategies: density bonuses; land value write downs; and/or fee reductions.

On a prototypical 10 unit apartment building the total development costs would be approximately \$707,035 or the equivalent of \$70,704 per unit. This amount is derived from the current land cost for multifamily zoned land, in addition to development fees, development costs, and the site development requirements set forth by the City.

The minimum lot size needed to accommodate a 10 unit apartment complex was determined and then the current per square foot asking price of multifamily zoned property was applied. That component is the land acquisition price. Next, the minimum unit size was determined, assuming a 10 unit building with five one bedroom units and five two bedroom units (650 and 800 square feet respectively). A per square foot construction factor was then applied to the building size to determine the direct construction costs. All development impact fees were then calibrated according to City specification. The results are summarized in Table 21.

Assuming a 75% loan-to-value ratio and 7.5% interest rate for thirty years, the monthly payments on the complex would be \$3,083. Using a rule of thumb of \$2,000 per unit per year as operating expenses (real estate taxes, maintenance, insurance, utilities, management, etc.), the total monthly operating costs would be about \$4,750. This results in a per unit cost of \$475. Therefore, monthly rent would need to average a minimum of \$475, which is affordable to households at about 57% of the median income.

C. ENERGY CONSERVATION OPPORTUNITIES

An analysis of the opportunities for energy conservation in residential developments is required by Section 65583(a)(7) of the Government Code. The state's Office of

Planning and Research has suggested the following directions for energy conservation efforts:

Opportunities in the design and construction of individual units.

Opportunities in the design of subdivisions.

Assessment of the effect of energy conservation measures on the costs of housing in the long run.

Proximity of proposed residential development to employment centers, school, and other services and availability of transit services.

Because of the limited projected new housing unit growth in Beaumont, a large scale program of energy conservation is considered unnecessary. Nonetheless, the City will enforce the State's energy conservation regulations on all new dwelling units. In addition, special attention will be given to energy conservation possibilities for all large-scale developments on the City's Specific Plan areas.

D. LOW AND MODERATE INCOME HOUSING FUND

Chapter 1140 of the Statutes of 1989 amended housing element law to require the housing program of an element to include, by January 1, 1990, a description of the use of monies in a Redevelopment Agency's low- and moderate-income housing fund. The City of Beaumont adopted its first Redevelopment Project Area at the end of 1993. Its low- and moderate-income fund *is not* expected to generate any revenue during the 1994-1996 time period. By mid-1995 the City will initiate an update of the Housing Element to meet the State's mandated schedule of mid-year 1996. That updated Element will contain projections of the amount of 20 percent set-aside funds to be accumulated through the year 2000 and will describe its programmed uses.

IV. SITE AVAILABILITY FOR HOUSING DEVELOPMENT

By mid-summer 1993 Beaumont extended over nearly 11.4 square miles or 7,276 total acres. Half that area consists of large vacant or agricultural tracts on the periphery which have Specific Plan designations. Some of those already have approvals for substantial residential components. For example, 1,160 acres in the northeast corner of the city were approved in 1990 for 4,700-plus housing units. By itself, that project (Deutsch) would more than double Beaumont's current housing stock and *would more than meet the total supply needed to accommodate the city's growth forecast to the year 2010*. As dramatic as that may be, equally important to this Housing Element is an evaluation of the adequacy of land supply in smaller parcels either within or immediately adjacent to the existing built-up area.

Vacant Sites

State law requires an inventory of land suitable for residential development. The central point is that there be sufficient land to address the City's share of the regional housing need for lower income households. The Revised Regional Housing Needs Assessment put Beaumont's new construction need for those lower income families at 173 units for the 1989-1994 period. (As noted earlier, a future allocation beyond 1994 has yet to be prepared by SCAG.)

All vacant sites within the city zoned Residential Multiple Family (R-MF) and Residential High Density (R-HD) are considered by the General Plan Land Use Element to be prime locations for affordable housing. A field inventory of all vacant residentially zoned properties was completed during December 1993. Table 22 reveals that Beaumont contained 57 "multiple family" and 115 "high density" vacant acres respectively. More than 80 percent of that acreage was found in parcels greater than five acres each, thus, permitting economies of scale vital to encourage private sector investment in multi-family construction (Figures H-5 and H-6).

After considering the actual densities of recent projects in the city and allowing for transportation access, one can arrive at a realistic dwelling unit potential for each zoning category. Those derivative construction figures on vacant sites are listed in Table 23. An estimated 3,099 additional dwelling units could be realistically expected

TABLE 22
PARCEL SIZES OF VACANT RESIDENTIAL LAND

Parcel Size Range	Total Vacant Acres	# of Parcels	Average Parcel Size
Residential Agriculture Zone (R-A)			
< 0.25 AC	0.00	0	
0.25 - 0.99 AC	0.69	2	0.34
1 - 2.49 AC	2.10	2	1.05
2.5 - 5 AC	14.10	4	3.52
> 5 AC	29.32	5	5.86
Subtotal:	46.21	13	3.55
Single Family Zone (R-SF)			
< 0.25 AC	4.14	21	0.20
0.25 - 0.99 AC	4.89	13	0.38
1 - 2.49 AC	15.2	10	1.50
2.5 - 5 AC	18.49	5	3.70
> 5 AC	6.8	1	6.80
Subtotal:	49.52	50	0.99
Multiple Family Zone (R-MF)			
< 0.25 AC	1.09	5	0.22
0.25 - 0.99 AC	0.00	0	0.00
1 - 2.49 AC	2.92	2	1.46
2.5 - 5 AC	4.81	1	4.81
> 5 AC	48.55	2	24.28
Subtotal:	57.37	10	5.74
High Density Zone (R-HD)			
< 0.25 AC	0.20	1	0.20
0.25 - 0.99 AC	3.31	7	0.47
1 - 2.49 AC	2.05	1	2.05
2.5 - 5 AC	15.85	5	3.17
> 5 AC	93.49	6	15.58
Subtotal	114.90	20	5.75

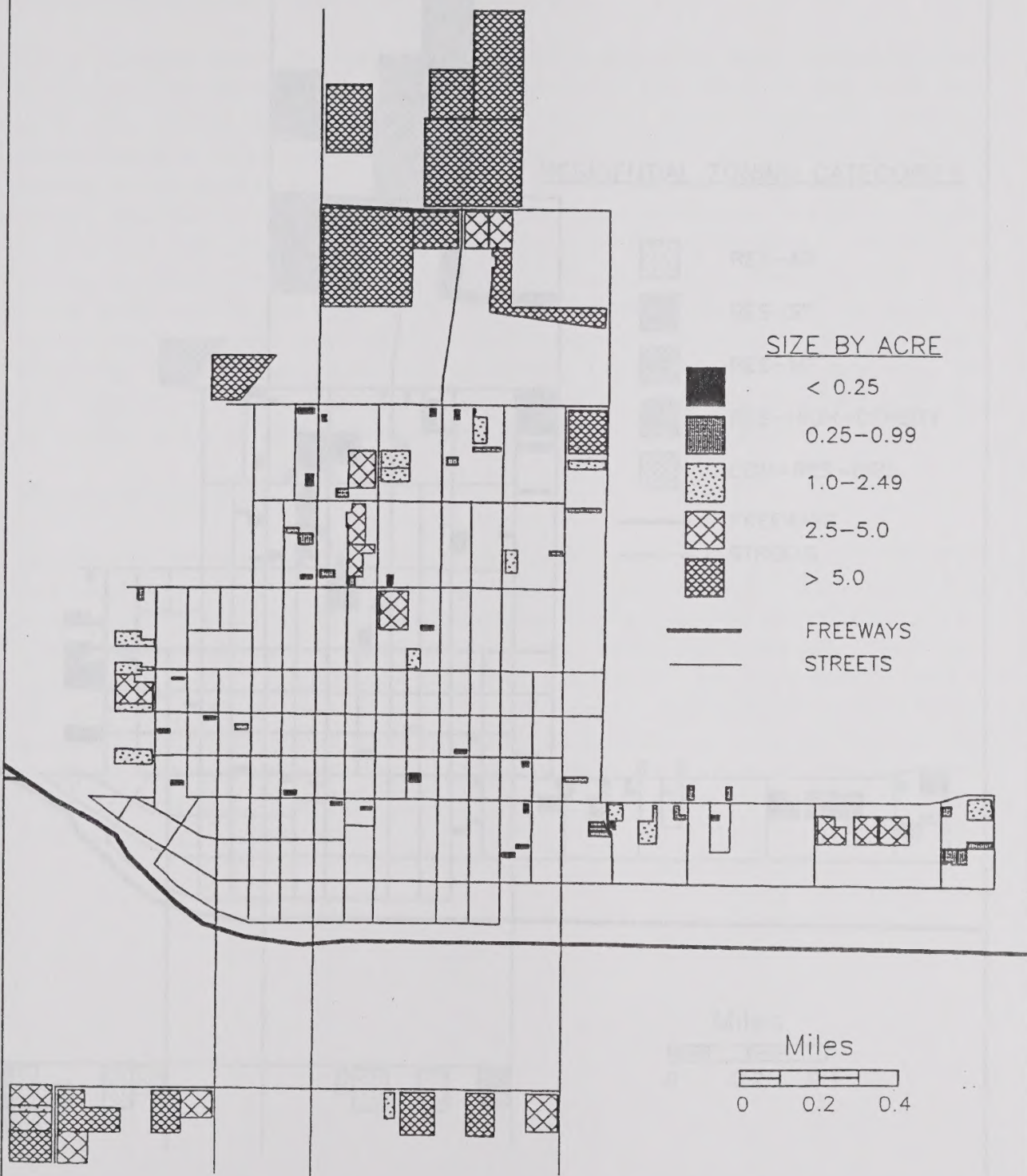
Continued . . .

TABLE 22 (cont.)
PARCEL SIZES OF VACANT RESIDENTIAL LAND

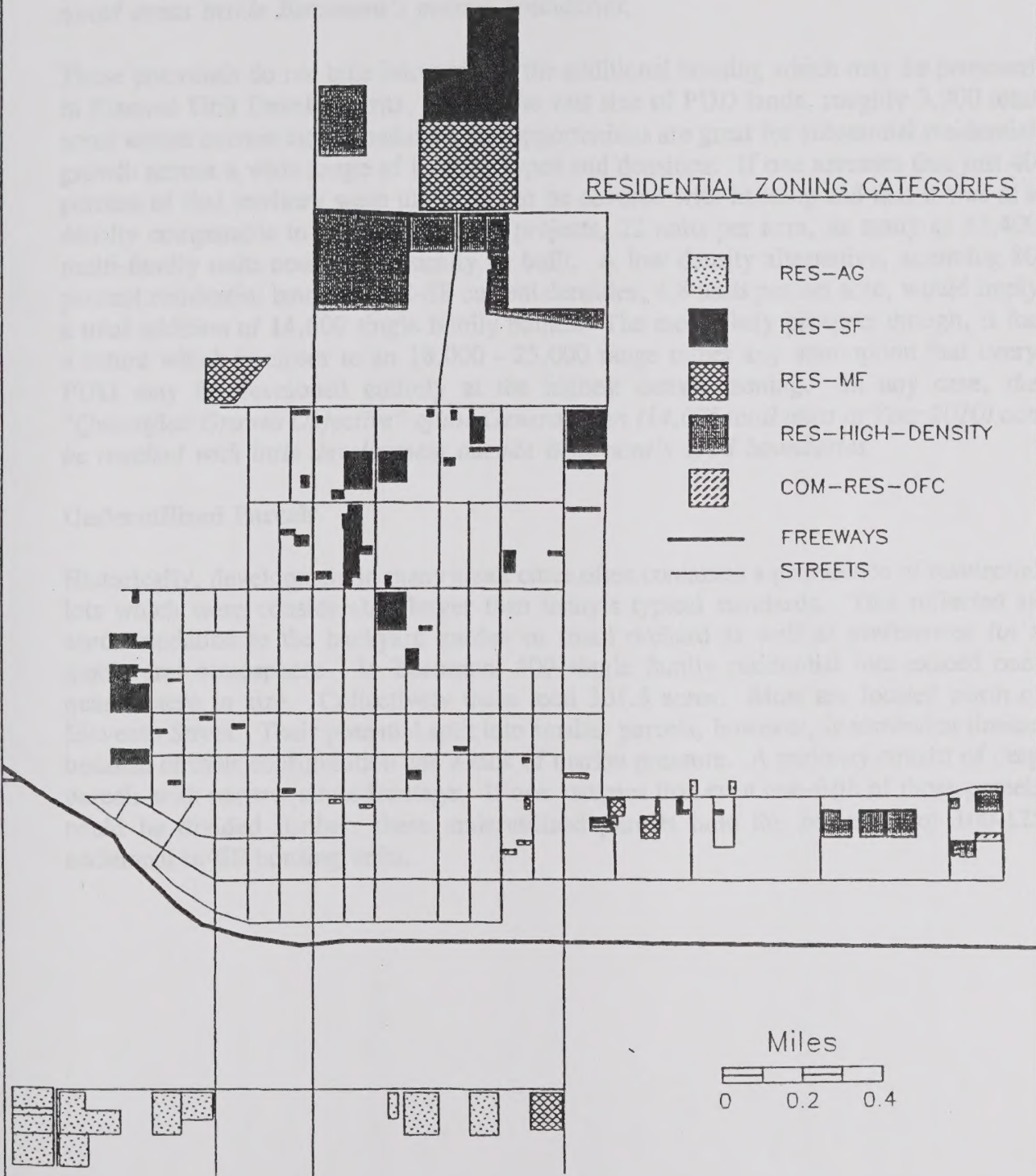
Parcel Size Range	Total Vacant Acres	# of Parcels	Average Parcel Size
Commercial-Residential-Office Zone (C-R-O)			
< 0.25 AC	0.00	0	0.00
0.25 - 0.99 AC	0.79	1	0.79
1 - 2.49 AC	0.00	0	0.00
2.5 - 5 AC	0.00	0	0.00
> 5 AC	0.00	0	0.00
Subtotal	0.79	1	0.79
Planned Unit Developments Within City (PUDs)			
> 5 AC	3801.07	9	422.34
Subtotal	3801.07	9	422.34
ALL VACANT RESIDENTIAL ZONES WITHIN CITY (Excluding PUDs)			
< 0.25 AC	5.43	27	0.20
0.25 - 0.99 AC	9.67	23	0.42
1 - 2.49 AC	22.28	15	1.49
2.5 - 5 AC	53.25	15	3.55
> 5 AC	178.17	14	12.73
Subtotal	268.80	94	2.86
ALL VACANT RESIDENTIAL WITHIN CITY			
< 0.25 AC	5.43	27	0.20
0.25 - 0.99 AC	9.67	23	0.42
1 - 2.49 AC	22.28	15	1.49
2.5 - 5 AC	53.25	15	3.55
> 5 AC	3979.24	23	173.01
TOTAL:	4069.87	103	39.51

Source: Field Survey by Urban Research Associates, December, 1993.

VACANT RESIDENTIAL PARCELS BY SIZE CITY OF BEAUMONT



VACANT RESIDENTIAL PARCELS BY ZONING CITY OF BEAUMONT



under current zoning and building practices on vacant properties within the City of Beaumont. Of that potential, 90 percent (2,795 units) would be multi-family or high density and 10 percent (304 units) single family homes. *Consequently, all the anticipated need for affordable housing can be accommodated well into the future by residentially zoned areas inside Beaumont's present boundaries.*

These potentials do not take into account the additional housing which may be proposed in Planned Unit Developments. Given the vast size of PUD lands, roughly 3,800 total acres within current city boundaries, the opportunities are great for substantial residential growth across a wide range of housing types and densities. If one assumes that just 40 percent of that territory were ultimately to be covered with housing and that it was at a density comparable to the recent R-HD projects, 22 units per acre, as many as 33,400 multi-family units could theoretically be built. A low density alternative, assuming 80 percent residential land use in R-SF current densities, 4.8 units per net acre, would imply a total addition of 14,600 single family homes. The most likely prospect though, is for a future which is closer to an 18,000 - 25,000 range rather any assumption that every PUD may be developed entirely at the highest density zoning. In any case, *the "Quantified Growth Objective" of the General Plan (14,075 total units at Year 2010) can be reached with little development outside Beaumont's 1993 boundaries.*

Underutilized Parcels

Historically, development in many small cities often contained a prevalence of residential lots which were considerably larger than today's typical standards. This reflected an accommodation to the backyard garden or small orchard as well as preferences for a quasi-rural atmosphere. In Beaumont 509 single family residential lots exceed one-quarter acre in size. Collectively these total 301.5 acres. Most are located north of Eleventh Street. Their potential split into smaller parcels, however, is somewhat limited because of their configuration and a lack of market pressure. A majority consist of deep parcels with narrow street frontage. If one assumes that even one-fifth of those parcels could be divided further, these underutilized parcels hold the potential for 100-125 additional in-fill housing units.

**POTENTIAL DWELLING UNITS ON VACANT SITES
IN BEAUMONT'S RESIDENTIAL ZONES**

Zoning Designation	Maximum Allowable Density	Total Vacant Acres	Theoretical Dwelling Unit Potential	Realistic Dwelling Unit Potential
Res-Agriculture (R-A)	1 unit per 8,000 sq. ft.	46.21	201	74 ^a
Res-Single Family (R-SF)	1 unit per 6,000 sq. ft.	49.52	301	230 ^b
Res-Multiple Family (R-MF)	12 units per acre	57.37	688	520 ^c
Res-High Density (R-HD)	32 units per acre	<u>114.90</u>	<u>3,677</u>	<u>2,275^d</u>
Subtotal		268.00	4,867	3,099
Res-Planned Unit Development (R-PD)				
Total PUD Acres:		3,801.07		
if all R-SF	5 units per acre			12,770-14,600 ^e
if all R-MF	16 units per acre			24,700-30,410
if all R-HD	32 units per acre			50,170-66,890

Notes: ^a Assumes 20% of area for circulation and minimum lot size of 1/2 acre.

^b Assumes 20% area for circulation, limited development on lots of < 1/4 acre and average densities of 4.8 units per acre.

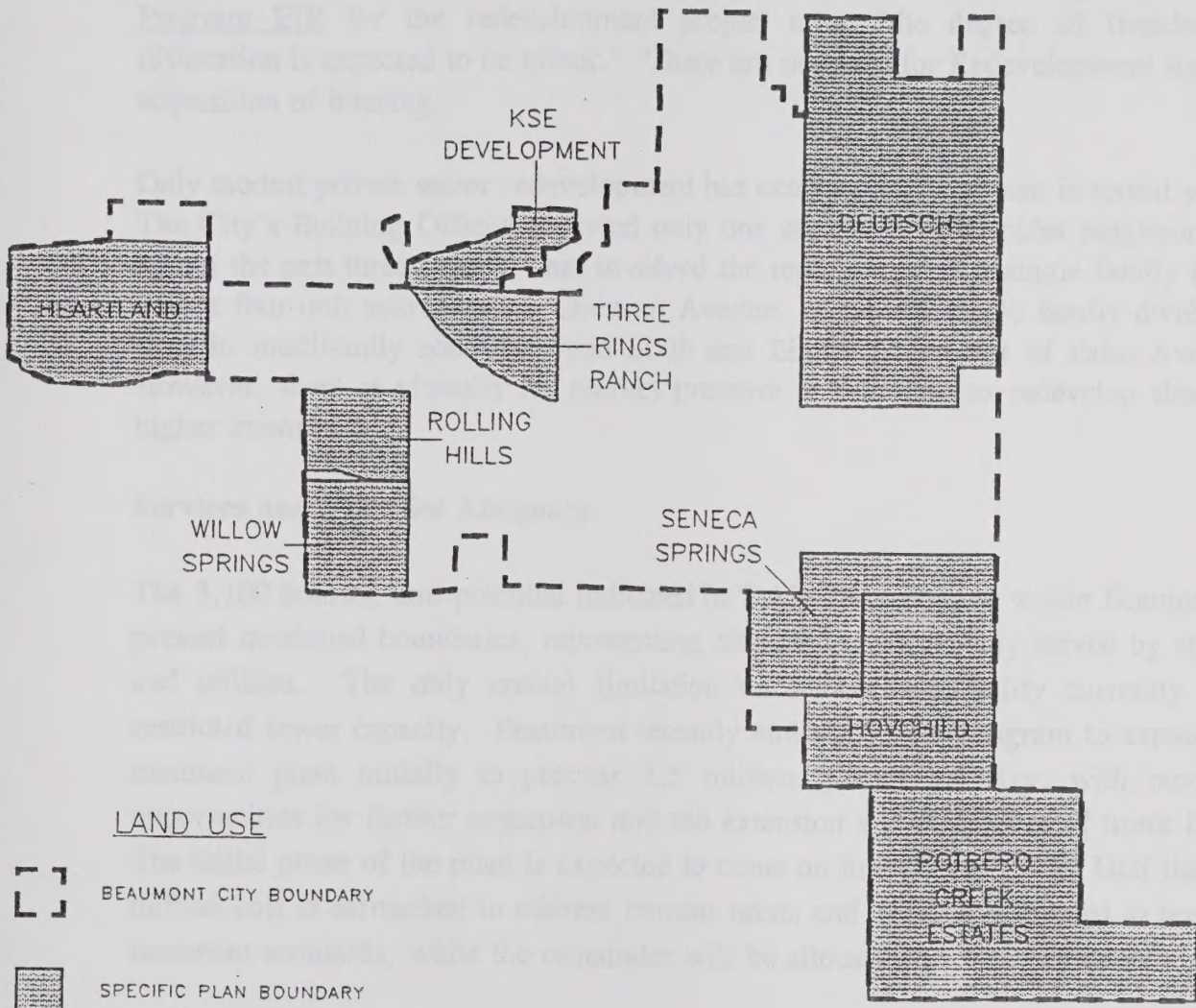
^c Assumes 10% area for circulation and average densities of 10.0 units per acre.

^d Assumes 10% area for circulation and average densities of 22.0 units per acre.

^e Assumes 60-80% of gross PUD area devoted to residential land use; actual densities comparable to 4.8, 10.0, or 22.0 units per acre for respective zones.

Source: Field survey and calculations by Urban Research Associates.

VACANT SPECIFIC PLAN AREAS CITY OF BEAUMONT



Note: Map Contains Only Specific Plan Areas Within City Limits.

Sites Having Potential For Redevelopment

The City adopted a redevelopment project area at the close of 1993 consisting of 1,764 acres. It encompasses most developed portions of the community, with the exception of the northernmost and northeastern residential areas. The Redevelopment Plan emphasizes residential rehabilitation and new construction of affordable housing rather than a recycling of older, marginal dwelling units. According to the Final Program EIR for the redevelopment project area, "the degree of (residential) dislocation is expected to be minor." There are no plans for Redevelopment Agency acquisition of housing.

Only modest private sector redevelopment has occurred in Beaumont in recent years. The City's Building Official reported only one such case in an older neighborhood within the past three years. That involved the replacement of a single family home with a four-unit apartment on Chestnut Avenue. Scattered single family dwellings exist in multifamily zones between Sixth and Eighth Street east of Palm Avenue. However, there is virtually no market pressure at this time to redevelop those to higher intensities.

Services and Facilities Adequacy

The 3,100 housing unit potential indicated in Table 23 is situated within Beaumont's present municipal boundaries, representing sites which are already served by streets and utilities. The only crucial limitation on service availability currently is a restricted sewer capacity. Beaumont recently embarked on a program to expand its treatment plant initially to process 1.5 million gallons per day, with modular opportunities for further expansion and the extension and upgrading of trunk lines. The initial phase of the plant is expected to come on line during 1995. Half the \$ 5 million cost is earmarked to address current needs and upgrade the status to tertiary treatment standards, while the remainder will be allocated for future growth.

To fund this civic improvement and other projects, Beaumont recently marketed a sewer revenue bond issue and created Community Facilities District 93-1. Water system upgrades, street and interchange construction, park creation, public school financing, and a modernized governmental complex have been proposed within the CFD. Those services and facilities will be phased in tandem with the pace of residential and commercial development. The ultimate ceiling on bonded indebtedness

for these projects is set at approximately \$ 655 million, according to the Comprehensive Public Facilities Financing Program report.

A special tax will be levied on all new residential and non-residential development within the CFD boundaries. However, participation on a project-by-project basis is voluntary. The estimated charges, based on current projections and debt level, will vary from one improvement area to another but are expected to average \$ 620 per single family unit and \$ 347 for each multi-family housing unit. Since these taxes are equivalent to less than six percent of existing development impact fees, in all likelihood they will not significantly impact affordability in the case of either type of new housing development.

- * Identify a short list of all public and private facilities that are currently owned and operated by the city, which have potential for conversion, development for new and existing business growth.
- * To plan for and ensure the adequate delivery of public services and programs, of public facilities and programs, especially in those areas where the need is greatest.

Development of Housing for All Income Levels

- * To plan the appropriate for new construction methods and funding types to increase the supply of housing for all segments of the population.
- * Encourage the development of a full spectrum of new housing, including rental and for-profit housing.
- * To provide necessary funding facilities, when necessary, to encourage the development of new, and to provide a means by which the necessary funds are provided.
- * To provide a means for the development of private public housing for the community's needs.
- * To provide and maintain the facilities provided by federal, state and local housing revenue bond programs.
- * To provide a means for the development of private public housing for the community's needs.

V. HOUSING GOALS, POLICIES AND OBJECTIVES

The housing goals and policies adopted by the City of Beaumont respond to the major issues identified in the previous sections of this Element. Basic concerns of available sites to accommodate future growth; conservation, improvement, and development of affordable housing for all population groups; reduction in constraints on the housing system; and the promotion of equal housing opportunity comprise the fundamental goals and policies which will guide the City's action programs.

Provision of Adequate Housing Sites

- Maintain a land inventory of all publicly owned surplus sites (including state and federally owned land), which have potential for residential development for low and moderate income households.
- To plan for and monitor the adequate delivery of public services and provision of public facilities to all residents, especially to those whose needs are the greatest.

Development of Housing for All Income Levels

- To provide opportunities for new construction methods and housing types to increase the supply of housing for all segments of the population.
- Encourage the development of a full spectrum of new housing, including products for upper income groups.
- To permit temporary housing facilities, when necessary, in non-residential zones by right, and in multiple-family zones by minimal discretionary review.
- To utilize revenue bond financing or private sector lending, for economically feasible apartment construction.
- Secure and fully utilize funds provided by federal, state and local housing revenue bond programs.
- Adopt revisions to Zoning Code to allow mixed uses and temporary housing facilities, and facilitate apartment construction.

Removal of Governmental Constraints

- To achieve coordination and uniformity in all regulations relating to housing to expedite the construction of homes for moderate and low income persons. Eliminate discretionary review in non-residential zones subject to stated standards.
- To continue to expedite the processing and review time by government to the maximum extent possible, while also providing special processing assistance for affordable housing projects.
- To continue to review, and modify as appropriate, land use policy and regulations to eliminate those which discriminate against manufactured housing.
- Establish a system for continuous building code and regulatory review and revision for flexibility in building standards and pilot projects.

Conserve & Improve Existing Affordable Housing

- Continuation of Section 8 Program.
- Pursue Community Development Block Grant funds and related grants and financing which respond to appropriate policies in the Housing Element.
- To establish effective mechanisms for: 1) preventing buyer speculation on publicly financed units which are produced and sold at below-market terms; and 2) ensuring that the maximum feasible housing benefit is realized from public funds used to assist builders or consumers of housing.
- To rehabilitate deteriorated units, preserving affordability.
- To prohibit the conversion of rental units or mobile home parks to ownership or other uses unless conditions are adopted to maintain existing affordable conditions.
- Maintain rehabilitation support in target areas under Housing and Community Development Block Grant Program.
- Implement Block Grant Home Improvement Program.

Promote Equal Housing Opportunity

- To diligently pursue actions to reduce regulatory constraints to housing which impede housing opportunities.

- Implement housing outreach and education program to inform the public of housing opportunities available, as well as those various assistance programs available to eligible households.

Quantified Objectives

The California Government code establishes specific housing element requirements, one of which is a statement regarding "...community goals, quantified objectives, and policies related to the maintenance, improvement and development of housing...[T]he quantified objectives need not be identical to the identified existing housing needs, but should establish the maximum number of housing units that can be constructed, rehabilitated and conserved over a five-year time frame" (section 655583(b)).

TABLE 24.
QUANTIFIED OBJECTIVES 1989-1996

Income Category	New Construction ^(a)	Rehabilitation	Conservation of Existing Affordability
Very Low Income	25	10	50
Low Income	140	10	27
Moderate Income	134	--	--
Above Moderate	20		--
Totals	319	20	77

^(a) Based on new construction between 1989 and 1994 per building permit activity. The building permit valuation was used as a proxy for sales prices. All payments were computed as principal and interest only at a 7% rate with a 10% downpayment and average median income of \$ 37,100. The construction objectives also include 28 rental units in the low and moderate income ranges. In addition, the new construction objective for very-low income households includes 24 density bonus and tax credit units as well as 36 similar units for low

income households. New construction targeted for moderate income families will consist of an estimated 15 HOME first-time buyer opportunities along with rental and market-rate owner units.

According to Section 21043(c), the housing element must include:

A housing element must also have a five-year schedule of actions and goals, prepared in accordance with the requirements of this section, that describe the actions and goals for the implementation of the housing element through the administration of land use and development controls, provision of regulatory assistance and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available. In order to make adequate provision for the housing needs of all income segments of the community, the program shall . . . address specific goals.

By law a five-year housing program shall address five specific goals. The goals which a local housing program must accomplish are:

1. Identify adequate sites which will be made available through appropriate zoning and development standards and other public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income levels.
2. Assist in the development of adequate housing to meet the needs of low- and moderate-income households.
3. Address and, where appropriate, as legally possible, remove governmental barriers to the acquisition, improvement, and development of housing.
4. Conserve and improve the conditions of the existing affordable housing stock.
5. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or age.

VI. HOUSING PROGRAM

A. INTRODUCTION

According to Section 65583(c), the housing element must include:

"A program which sets forth a five year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the objectives of the housing element through the administration of land use and development controls, provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available. In order to make adequate provision for the housing needs of all economic segments of the community, the programs shall" . . . address specific needs.

By law a five-year housing program must address five specific needs. The goals which a local housing program must accomplish are:

1. Identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income levels.
2. Assist in the development of adequate housing to meet the needs of low- and moderate-income households.
3. Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.
4. Conserve and improve the conditions of the existing affordable housing stock.
5. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color.

B. PROVISION OF ADEQUATE HOUSING SITES

Program 1: General Plan Implementation

Description

Pursuant to State law, the City has an adopted General Plan. In addition to the Housing Element, the General Plan includes a Land Use Element. That element identifies land use types and patterns throughout the City, as well as setting density ranges. When coupled with the City zoning code, the Land Use Element regulates the development patterns within the City. While the General Plan sets forth broad development guidelines, the zoning code refines and establishes specific development standards, including those for all types of housing.

Responsible Agency

The agency responsible for the implementation of the General Plan is the City Planning Department.

Implementation Schedule

The General Plan is reviewed and amended periodically. Each year City staff conducts a General Plan review and prepares a report to insure that development guidelines are adhered to, and that any necessary modifications may be addressed.

Quantified Objective

This section does not apply.

Funding Source

The General Fund supports the work of the City staff for the review and preparation of the status report.

Program 2: Specific Plan Implementation

Description

Specific plan areas, as designated by the City's General Plan are governed by State law. Therefore, Specific Plans must be subordinate to, and implement the General Plan. In order to accomplish this, each of the density ranges shown in the General Plan Land Use Element are used as guidelines with the Specific Plan used for implementation and refinement. Specific Plans, while identifying land uses and types, may also codify more precise development standards and design criteria.

Responsible Agency

This City Planning Department is responsible for the implementation of each specific plan.

Implementation Schedule

As applications for specific plans are taken, City staff reviews and makes recommendations. Eventual approval is dependent upon public hearing conducted by the Planning Commission and City Council. Upon approval, and as construction commences, the specific plans are reviewed for compliance. This process is on-going and varies throughout a projects development time line.

Quantified Objective

This section does not apply.

Funding Source

In addition to the General Fund, fees are associated with the application and amendments to specific plans. These sources are sufficient to support staff's work on these projects.

C. ASSISTANCE IN HOUSING DEVELOPMENT FOR ALL INCOME GROUPS

Program 1: Affordable Housing Density Bonus Ordinance

Description

Pursuant to Government Code requirements, developers of qualified projects are eligible for density bonuses and other development incentives. In order to be considered eligible, the developer must propose to construct a housing project containing at least:

1. 20% of the units available at an "affordable housing cost" or "affordable rent" for low income households; OR
2. 10% of the units available at an "affordable housing cost" or "affordable rent" for very low income households; OR
3. 50% of the units in a senior citizen development available at an "affordable housing cost" or "affordable rent" for very low income households, low income households, or moderate income households, or a combination of such households, in which the need of the household is a senior citizen as set forth in Civil Code Section 51.3 (c)(1).

The City currently provides for density bonuses in an overlay (R.O.B.) zone. The City will amend its current policies to incorporate all provisions of state law pertaining to implementation procedures by specifying the incentives which may be granted to qualifying projects. Those incentives will include one or more of the following:

- Density bonuses of at least 25%.
- Density bonuses of more than 25%
- Modifications to development standards (e.g., setbacks; height; minimum unit sizes; etc.).
- Fast track processing of development plans.
- Deferral of City Fees

- Waiver of City fees.
- Reduction in school impact fees, if possible, for family developments.
- Waiver of school impact fees, if possible, for senior projects.
- Approval of mixed use zoning, if commercial, office, industrial or other land uses will reduce the cost of housing development and are compatible with the housing project and existing or planned development in the area where the proposed project will be located.

Responsible Agency

Staff work on the amendments to the current ordinance will be accomplished by the City Manager, City Attorney and the Planning Department. The ordinance amendments may be reviewed by a citizens committee and will be considered at a public hearings by the Planning Commission and City Council prior to adoption.

Implementation Schedule

The ordinance amendments will be prepared and adopted by December 1, 1994.

Quantified Objective

The numerical target for this program is 20 affordable housing units for very low and low income households per year or 30 by mid-year 1996. Progress in the attainment of this goal will be reported in the City's Annual Progress Report to be filed with the State Department of Housing and Community Development.

Funding Source

The General Fund can support the work of the City staff on the preparation of the implementing ordinance.

Program 2: Nonprofit Partnership Program

Description

This program involves working with a nonprofit housing corporation to develop affordable housing for very low and low income households with the financial assistance of the Low Income Housing Tax Credit Program.

To encourage the production of low-income housing, the Reform Act of 1986 authorized a credit for investment in mixed or low-income rental housing. The low-income housing tax credit replaces earlier incentives for low income housing that provided accelerated depreciation rates, shorter useful lives, five year amortization of rehabilitation expenses, and a full write-off of construction period interest and taxes. The tax credit offers investors one of two levels of benefit. It returns, over a 10-year period, either 70% to 30% of the costs, in present value terms, of the investment in qualifying units.

The credits are used to raise funds from investors. In return for the tax benefit (including credits) that they receive, investors contribute equity capital as limited partners in a partnership which owns housing. Most housing is owned in partnership with a nonprofit housing corporation. Generally, 40% to 50% of the project costs (not including land) can be raised from investors. The general partners of the partnership are usually the developers of the project, who act as managing partners and provide a net worth.

The amount of credits available in each state is limited to \$1.25 per capita, which in California translates to more than \$30 million per year. The credit is allocated to projects by the California Tax Allocation Committee. The Committee has established a point system for allocating the credit. Points are awarded for a number of factors including the following:

- Serving tenants with incomes lower than the maximum permitted by the tax credit.
- Serving qualified tenants for the longest periods.
- Providing units for large families, single room occupancy, or transitional housing.

- Acquire and/or rehabilitate federally subsidized projects at risk of conversion to market rate housing.
- Participation by local public entities or contribution of significant owner equity.
- Special tenant amenities.
- Location in a federally designated hard-to-develop areas.

The City staff will work to identify one or more nonprofit housing corporations that would be interested in the development and/or rehabilitation of housing under the provisions of the LIHTC Program. To identify nonprofits, staff will join efforts with the County of Riverside and Southern California Association of Nonprofit Housing Corporations. The nonprofits will be contacted by staff to gather information such as: 1) City financial and other assistance necessary to make a project feasible; 2) appropriate site locations; 3) development schedule; and 4) prototypical developments.

Responsible Agency

The staff responsible for the implementation of this program will include the City Manager, City Attorney and Planning Department.

Implementation Schedule

The nonprofits will be identified by July 1, 1994. Therefore, a development program will be prepared so that an application for tax credits could be submitted to TCAC by early 1995. If approved, the affordable housing would be constructed by mid-year 1996.

Quantified Objective

The numerical target is for 20 to 40 units to be constructed by mid-year 1996. The housing units would be targeted to very low and low income households (i.e. less than 60% of the median income for Riverside County).

Funding Source

The General Fund will support the staff work to implement this program.

Program 3: Section 202 Predevelopment Grant

Description

The Section 202 program results in the development of affordable housing for seniors. The U.S. Department of Housing and Urban Development provides both capital grants and operating cost subsidies to make housing affordable under the provisions of this program. The housing developments usually range between 40 to 70 units and are developed and owned only by nonprofits. The purpose of this program is to provide a predevelopment grant to a nonprofit in order to facilitate the preparation of a Section 202 application to HUD.

Responsible Agency

The program would be administered by the City Manager, Finance Director, and Planning Department.

Implementation Schedule

The City will assist a nonprofit so that an application is submitted to HUD by May 1, 1994. (As of January 1994, the HUD schedule was not announced and, therefore, this is an approximate date). The length of time required for HUD processing and scheduling may push the anticipated completion of these units to mid-year 1996.

Quantified Objective

The objective is to assist a nonprofit so that a Section 202 application is submitted before the end of this fiscal year (FY 93-94). If approved, the actual construction of the units would depend on HUD's processing schedule. The project would be 40 to 70 units.

Funding Source

The financial source for the predevelopment grant will be the General Fund and/or CDBG funds (assuming the program purpose is an eligible activity). HUD 202 funds

would provide the capital grant (for land and construction) and operating cost subsidies (if necessary).

Program 4: HOME First-Time Home Buyer Program

Description

The City will establish a First-Time Home Buyer Program in newly constructed housing. To facilitate this program, the City will seek HOME funding to assist low-income, first-time home buyers.

The major objective of the HOME Program is to increase the supply of affordable housing for low-income families. The program specifically defines "first-time home buyer" and requires these families to live in the property as their principal residence.

The "first-time Home Buyer" definition is very broad and has been expanded further by the Housing and Community Development Act of 1992. Any low-income household (below 80% of the area median income, as determined by HUD) that has not owned a home in the three previous years qualifies. Exceptions to the three year period are permitted for "displaced homemakers" and "single-parent households," as described in the HOME Rule (24 CFR 92).

HOME funds may be used for acquisition of existing properties, acquisition with rehabilitation, and new construction. The funds can be provided to an applicant to cover down payments and/or closing costs, or to acquire and/or rehabilitate a property. In these instances, the participating jurisdiction may provide assistance directly to the applicant in the form of a grant, or deferred payment loan. Funds may also be used by a participating jurisdiction to rehabilitate existing properties, or construct new units for purchase by qualified first-time home buyers.

In order to qualify, the value of the property may not exceed 95% of the median area purchase price. Additionally, the property must remain as an affordable unit for a minimum of 15 years (20 years if the unit is newly constructed) from the date HOME funds are invested in the property.

Responsible Agency

The City receives HOME funds through the County of Riverside. Therefore, the City will prepare an application for this program during the next funding cycle. The staff involved in the preparation of the application will include the City Manager, Finance Director, and Planning Department.

Implementation Schedule

The City will submit an application to the County of Riverside by mid-year 1995. If possible, the application would include participation by a community housing development corporation (CHDO).

Quantified Objective

The numerical target is 10 to 15 new, for sale units affordable to low income households. If funding is approved, the development of the units will occur during FY 1994-95.

Funding Source

U.S. Department of Housing and Urban Development and the County of Riverside.

Program 5: Mortgage Credit Certificate Program

Description

The State's Mortgage Revenue Bond funding includes a program of Mortgage Credit Certificates for first-time home buyers. The City will participate in that program to permit first time buyers to qualify for tax credits up to \$ 20,000.

Participation eligibility is similar to the guidelines under the HOME program described above. Individual householders must be in the lower-income category (below 80% of the area median income as defined by HUD) and cannot have owned a home within the three years prior to application.

Responsible Agency

Cities in Riverside County enter into cooperative agreements with the County's Economic Development Agency which actually administers the program. Key staff involved in the preparation of agreements and implementation monitoring will include the Planning Department and the City's Finance Director.

Implementation Schedule

The City's Cooperative Agreement will be submitted to the County no later than August 1994. Funding for buyers is expected to be available by mid-Fall 1994.

Quantified Objective

The numerical target is for approximately 10 for sale units to eligible low-income households per year.

Funding Source

California Mortgage Revenue Bond program issues.

D. REMOVAL OF GOVERNMENTAL CONSTRAINTS

Description

State law requires that a housing element: "Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing." The analysis revealed no significant local governmental constraints on the development of affordable housing. In fact, just the opposite is the case. For example, development incentives are included in the affordable housing density bonus ordinance.

Responsible Agency

The City entity responsible for the removal of governmental constraints is the Planning Department.

Implementation Schedule

Not applicable.

Quantified Objective

Not Applicable.

Funding Source

The General Fund supports the work of the City staff on this program effort.

E. CONSERVATION AND IMPROVEMENT OF EXISTING STOCK

Program 1: Code Enforcement

Description

The City currently uses the state Health and Safety Code as a guideline for deleting substandard housing. The City also follows that State' Abatement of Dangerous Buildings manual in evaluating substandard housing. The City uses three methods for addressing substandard housing: complaints; code enforcement; and referral system.

Upon notification of a potential code violation, or suspected substandard housing conditions, the Building Department undertakes a thorough investigation using the guidelines discussed above. In addition to complaints received from the general public, the Building Department also works with the Police Department on a referral basis when there is a suspected code violation or substandard housing condition.

Responsible Agency

Through the City Building Department and City Building Official, the City will continue its current code enforcement and code violation procedures. The City shall follow the state Health and Safety Code and the Abatement of Dangerous Buildings guidelines in determining potential substandard housing conditions.

Funding Source

The General Fund can support the work of the City staff on the preparation of the implementing ordinance.

Program 2: CDBG Rehabilitation Program

Description

This program involves the rehabilitation of housing with substandard conditions. The program is coordinated with the City's code enforcement efforts. Financial assistance is provided by grants and loans for rental and owner housing.

Responsible Agency

The entities responsible for program implementation include the Building Department, Planning Department and Finance Department. The program is coordinated with the county of Riverside.

Implementation Schedule

The program is implemented on a continuous basis. The Departments evaluate progress and locations of loan activity on a regular basis.

Quantified Objective

The numerical target is 10 rehabilitate units during the program period (89-94) and another five units between mid-year 1994 and mid-year 1996.

Funding Source

The financial resource for the rehabilitation assistance is CDBG funds. The General Fund supports the City staff work on program implementation.

Program 3: Section 8 Rental Housing Assistance Program

Description

Certificates and vouchers are issued to tenants whose incomes range from 0% to 50% of the County of Riverside area median income, as adjusted for family size. These tenants occupy privately-owned rental units and pay 30% of their incomes for rent and utilities. Rental assistance will pay the difference between the tenant payments and the market rents for their units. Under certificate programs, total rents (tenant payments + subsidies) are limited to HUD-determined "fair market rent" amounts. The voucher program differs in that the subsidies are generally smaller but total rents are not limited. This program was designated to offer more housing choices to tenants with incomes that come closer to 50% of the median income.

Voucher and certificate programs are both tenant-based, whereby tenants may move from unit to unit taking vouchers or certificates with them, and project-based, whereby certain units, which have been constructed or rehabilitated specifically for affordable housing for very low income households must be rented to tenants which have been certified for assistance.

Responsible Agency

The County of Riverside Housing Authority administers this program in the City of Beaumont.

Implementation Schedule

The City of Beaumont will continue to cooperate with the County of Riverside Housing Authority to participate in the Section 8 program.

Quantified Objective

As of August 1993, the City of Beaumont had 77 Section 8 assisted households. The number of units by bedroom size is summarized here:

- 35 -- One Bedroom Units
- 30 -- Two Bedroom Units
- 10 -- Three Bedroom Units
- 2 -- Four Bedroom Units

This program is administered by the Housing Authority of the County of Riverside. The City will continue participating in the program as funds are available.

Funding Source

United States Department of Housing and Urban Development.

F. PROMOTION OF EQUAL HOUSING OPPORTUNITY

Description

State and Federal agencies are primarily responsible for enforcement of fair housing laws. According to the Fair Housing Act of 1968, as amended, it is a violation for a housing provider to rent or sell a home to any person based upon race, color, religion, sex, handicap, familial status or national origin. This program will identify all state and federal agencies to whom local complaints or concerns can be referred.

The state and Federal authorities to whom complaints are referred include:

U.S. Department of Housing and Urban Development (HUD)
 Los Angeles Office-Region IX
 Thomas F. Hanore, Director of Fair Housing and Equal Opportunity
 1615 west Olympic Boulevard
 Los Angeles, CA 90015
 (213) 251-7001

California State Department of Fair Employment and Housing
2014 T Street, Suite 210
Sacramento, CA 95814
(916) 739-4638

"Fair Housing" also will be promoted in the City through the development of a fair housing booklet to be available at City Hall, the declaration of a fair housing month each year by the City Council, and a workshop or forum to be sponsored by the City. A "fair housing impediments analysis" will be completed by July 1, 1994. The impediments analysis will cover the subject areas recommended by the U.S. Department of Housing and Urban Development for cities receiving CDBG funds.

Responsible Agency

The I & R system will be developed by the Planning Department. The key staff person(s) to contact, in the event local citizens have complaints or concerns, will be identified in news releases, news letters and other appropriate publications.

Implementation Schedule

The system by which local citizens can be referred to appropriate State and Federal authorities will be developed by April 1, 1994.

Funding Source

The General Fund will support the staff work involved in the implementation of this program. Existing staff will administer this program.

VII. PUBLIC PARTICIPATION

Consultation with major religious organizations and housing service providers took place throughout the preparation of this element. In addition, copies of the *Draft Revised Housing Element* have been made available to the Beaumont Public Library, Senior Citizens' Center, and Chamber of Commerce. An Executive Summary will appear in the local newspaper, *The Community Adviser*. From that circulation, residents, businesses, and other interested parties are invited to comment on the *Element* and its program recommendations.

The open review period is being followed by the required Public Hearings before the City's Planning Commission and City Council.

V. THE HOUSING PROGRAM

The Housing Program presented herein sets forth a five-year schedule of actions the City is to take or intends to undertake to implement the previously presented Housing Program and to achieve the City's housing goals and objectives. The Housing Program is a part of the City's Housing Program, in particular, with the Housing Program. The Housing Program will be modified to reflect the changing needs of the community.

APPENDIX A

HOUSING PROGRAM - ACTIONS IN SUPPORT OF HOUSING AVAILABILITY AND PRODUCTION -

1982 GENERAL PLAN HOUSING ELEMENT

Action 1.1: Through revised subdivision and zoning ordinances, encourage the development of Planned Residential Development and manufactured housing developments.
Responsibility: Department Planning Department.
Funding: General Fund.
Funding Source: City General Fund.
Timeline: Continuous, 1982-1985.

Action 1.2: Through revisions in zoning codes or ordinances, permit construction of a second dwelling unit on R-1 lots in accordance with State law.

Responsibility: Department Planning Department.
Funding: General Fund.
Funding Source: City General Fund.
Timeline: 1982-1985.

Action 1.3: Through the general plan update, subdivision and zoning ordinances, encourage construction of small lots and more density in buildings and more acreage used for the use of manufactured homes.
Responsibility: Department Planning Department.
Funding: General Fund.
Funding Source: City General Fund.
Timeline: 1982-1985.

Action 1.4: Through zoning ordinances encourage the development of residential lots in subdivision projects where such areas are to be built in a community appropriate, using strict design and standards to assure the quality of development as an area.
Responsibility: Department Planning Department.
Funding: General Fund.
Funding Source: City General Fund.
Timeline: 1982-1985.

Action 1.5: Through existing subdivision and zoning ordinances, encourage development of variation in housing type, design and style, and design and style in accordance with the identified housing needs of the community.
Responsibility: Department Planning Department.
Funding: General Fund.
Funding Source: City General Fund.
Timeline: Continuous, 1982-1985.

V. THE HOUSING PROGRAM

The Housing Program presented herein sets forth a five-year schedule of actions the City is taking or intends to undertake to implement the previously-presented housing policies and to achieve the City's housing goals and objectives. It is recognized that Federal housing programs, in particular, will be changing during the period of this Housing Element. As such changes occur, the Housing Program will be modified to reflect then-current available resources.

A. Actions in Support of Housing Availability & Production

Action 1.a: Through revised subdivision and zoning ordinances, encourage the development of Planned Residential Developments and manufactured housing developments.
Responsibility: Beaumont Planning Department.
Funding: Minimal.
Funding Source: City General Fund.
Timetable: Continuous, 1982-1986.

Action 1.b: Through revisions to existing zoning ordinances, permit construction of a second dwelling unit on R-1 lots in accordance with State law.

Responsibility: Beaumont Planning Department.
Funding: Minimal.
Funding Source: City General Fund.
Timetable: 1982-1983.

Action 1.c: Through the general plan update, subdivision and zoning ordinances, encourage consolidation of small lots into more developable holdings and thus encourage more intensive use of underutilized land.
Responsibility: Beaumont Planning Department.
Funding: Minimal.
Funding Source: City General Fund
Timetable: 1982-1986.

Action 1.d: Through zoning ordinances encourage the development of residential uses in mixed-use projects where such mixed uses would be locationally appropriate, using strict development standards to assure the desirability of dwellings so produced.
Responsibility: Beaumont Planning Department
Funding: Minimal.
Funding Source: City General Fund.
Timetable: 1982-1984.

Action 1.e: Through existing subdivision and zoning ordinances, encourage development of variation in housing type, ownership status, and design and size, in accordance with the documented housing needs of the community.
Responsibility: Beaumont Planning Department
Funding: Minimal.
Funding Source: City General Fund.
Timetable: Continuous, 1982-1986.

Action 1.f: Through subdivision and zoning ordinances, and through the permitting process, encourage use of innovative construction techniques, design standards, and energy conservation methods in new housing development.
Responsibility: Beaumont Planning and Building Depts.
Funding: Minimal.
Funding Source: City General Fund.
Timetable: Continuous, 1982-1986.

Action 1.g: Through development approval processes, assure that new residential development is appropriately located with respect to public and private facilities and services, including schools, retail facilities, parks, transportation systems, and the like.
Responsibility: Beaumont Planning Department.
Funding: Minimal.
Funding Source: City General Fund.
Timetable: Continuous, 1982-1986.

B. Actions in Support of Achieving Housing Affordability Goals

Actions 2.a: Participate with Riverside County in the development of public housing units for low-income households in the City where feasible.
Responsibility: Beaumont Planning Department.
Funding: Variable with each project.
Funding Source: Federal funds through Housing Authority and City CDBG.
Timetable: Continuous, 1982-1986.

Action 2.b: Encourage development of Section 8-assisted rental units in the City.
Responsibility: Beaumont Planning Department
Funding: Variable with each prospective project.
Funding Source: Federal, through Housing Authority or City CDBG program, or California Housing Finance Agency.
Timetable: Continuous, 1982-1986.

Action 2.c: Specifically encourage development of assisted rental housing for the elderly and handicapped, through modification of parking requirements, combined with Federal housing subsidies.
Responsibility: Beaumont Planning Department.
Funding: Variable with each project.
Funding Source: Federal funds, through Housing Authority, CHFA, City CDBG Program.
Timetable: Continuous, 1982-1986.

Action 2.d: Implement incentive programs in accordance with State law* where developers agree to build at least 25 percent of a residential project for households of low- or moderate-income, defined as those households with incomes less than 120 percent of the median income; incentives may include density bonuses of 25 percent, waiver of park and recreation fees, provision by the City of public improvements, application of grant funds to write down project costs, and similar cost-cutting actions.
Responsibility: Beaumont Planning Department.
Funding: Variable with project size and complexity.
Funding Source: Community Development Block Grant.
Timetable: Continuous, 1982-1986.

Action 2.e: Participate with Riverside County in the implementation of the Section 8 Housing Assistance Payments Program for existing rental units.
Responsibility: Beaumont Planning Department.
Funding: Minimal.
Funding Source: Federal funds through Housing Authority and/or Community Development Block Grant.
Timetable: Continuous, 1982-1986.

Action 2.f: Develop a public information program designed to acquaint all economic segments of the community with such advantageous housing finance, rental assistance programs and fair housing programs as are available from time to time.
Responsibility: Beaumont Planning Department.
Funding: \$5,000 (estimate).
Funding Source: CDBG - SCAG special allocation fund.
Timetable: At least annually, 1982-1986.

Action 2.g: Reduce parking requirements for senior citizen housing to one space per unit. Applicable only to development restricted to senior housing through contract or deed for at least 20 years, and providing for additional parking upon conversion to market rate housing.
Responsibility: Beaumont Planning Department.
Funding: Minimal
Funding Source: City General Fund or CDBG.
Timetable: 1982

C. Actions in Support of Achieving Housing Condition Goals

Action 3.a: Use Community Development Block Grant funds for housing rehabilitation purposes.
Responsibility: Beaumont Planning Department.
Funding: Undetermined.
Funding Source: Community Development Block Grant.
Timetable: Continuous, 1982-1986.

* Sections 65915-65918, California Government Code.

Action 3.b: Apply to the California Housing Finance Agency for its Home Ownership/Home Improvement Program, which provides below-market rate financing for housing rehabilitation and home purchase with rehabilitation. Community Development Block Grant funds can be used to further write-down financing costs to the consumer.

Responsibility: Beaumont Planning Department.

Funding: Variable with size of program.

Funding Source: Community Development Block Grant for administration and technical assistance to program participants; loans supplied through CHFA.

Timetable: 1983-1986.

Action 3.c: Where needed to supplement Block Grant rehabilitation activities by providing long-term, low-interest financing for rehabilitation and home purchase with rehabilitation, utilize tax-exempt bonding authority provided by the Marks-Foran Act to generate such financing capital.

Responsibility: Beaumont Planning Department.

Funding: Variable with size of bond.

Funding Source: Bond proceeds.

Timetable: 1983-1986.

Action 3.d: Participate with Riverside County in Section 8 Moderate Rehabilitation Program for rental housing.

Responsibility: Beaumont Planning Department.

Funding: Minimal.

Funding Source: Federal funds through Housing Authority and/or Community Development Block Grant.

Timetable: Continuous, 1982-1986.

Action 3.e: Promote the alleviation of overcrowded conditions by assigning funding priority to rehabilitation cases in which bedroom additions are planned.

Responsibility: Beaumont Planning Department

Funding: Minimal.

Funding Source: Individual rehabilitation program used, and/or Community Development Block Grant.

Timetable: Continuous, 1982-1986.

Action 3.f: Promote housing accessibility for handicapped and disabled persons by assigning funding priority to housing rehabilitation cases in which accessibility improvements are planned.

Responsibility: Beaumont Planning Department

Funding: Minimal.

Funding Source: Individual rehabilitation program used, and/or Community Development Block Grant.

Timetable: Continuous, 1982-1986.

Action 3.g: Utilize Block Grant funds for neighborhood improvements such as street lighting and similar public works in areas in which housing rehabilitation activities are concentrated.
Responsibility: Beaumont Planning Department
Funding: Undetermined.
Funding Source: Community Development Block Grant or City General Fund.
Timetable: Continuous, 1982-1986.

Action 3.h: Initiate a program of public information and technical assistance designed to encourage continued maintenance of currently-sound housing.
Responsibility: Beaumont Building Department
Funding: \$5,000-\$10,000 annually (estimate).
Funding Source: Community Development Block Grant or City General Fund.
Timetable: 1983-1986.



BIOLOGICAL RESOURCES

LEGEND

- 1 - Suburban
- 2 - Rural/Agricultural
- 3 - Ruderal
- 4 - Chaparral
- 5 - Coastal Sage Scrub
- 6 - Riparian
- 7 - Alluvial Wash

SHEET ONE



In the southern areas large rock outcroppings provide dens and cover for many animals particularly predatory species, and since there is less human activity the wildlife population is larger. Animals besides the above-mentioned that can be found in this southern zone are: California quail, cottontail and brown towhee rabbits, desert pack rats, Pacific kangaroo rats, granite spiny lizards, scrub jay, burrowing owls and black-shouldered kites. The possibility that red-shouldered hawks and Coopers hawks may dwell in this area is strong since the habitat is suitable for them, as well as Least Bell's vireos and Stephen's kangaroo rats, which may also inhabit the area. Thus, great efforts should be made whenever possible to preserve these animal's habitat.

2. Objectives

The objectives enumerated below and the subsequent policies, in conjunction with those contained in the components of this element shall guide the City's decisions, on the management and preservation of its plant and animal resources.

- a. Protect and preserve lands having biological significance, particularly riparian (wetlands) areas, chamise chaparral and scrub oak areas.
- b. Encourage retention of native vegetation and habitat areas through Specific Plan approvals.
- c. Protect and preserve natural resource areas for ecological, scientific, and educational study.
- d. Encourage the use of native vegetation in the landscape materials lists of Specific Plans.
- e. Mitigate the reductions of rare or endangered wildlife and vegetation through natural communities' conservation programs in Specific Plans.
- f. Minimize to the extent feasible the disruption of wetlands and habitat, and provide a replacement program for wetlands or habitats removed by development.

3. Policies

The City shall consider the western and southern portions of the Planning Area (Badlands), wetlands, and other habitat areas to be of natural significance and limit the encroachment of development in these areas. These areas contain the most significant natural vegetation and habitats within the Beaumont vicinity.

Proposed development in the western and southern areas shall be permitted only after a site specific investigation is conducted to define the extent and fragility of the natural areas, and when the City is assured that proper mitigation measures will be implemented, including:

- a. Clustered residential development.
- b. Roads, highways, and structures should be set back from wetland and riparian areas to avoid habitat damage.
- c. Removal of natural vegetation shall be minimized in all new developments, and cutting of any native trees should be avoided.
- d. Wildlife and natural vegetation should be preserved and protected from harmful pesticide and herbicide uses that can spread from developed or agricultural areas by wind and water.
- e. The City should encourage planting of native landscaped areas to attract wildlife.
- f. Low fire hazard landscaping should be used in susceptible areas.
- g. Preserved areas should be used for scientific, education, and ecological study.
- h. Native drought-resistant plant species should be used for landscaping.
- i. Prior to the recordation of the first final subdivision map for development purposes for any properties within the "R" - Planning Reserve Area, the City shall establish a program for the protection of the Stephen's kangaroo rat (SKR) and its habitat. Said program shall establish: 1) minimum standards for conduct and review of field work necessary to establish the absence or presence of the SKR on each property; and 2) a Mitigation Program for impacts to SKR. The Mitigation Program shall include requirements for on-site investigation, and/or provide for off-site mitigation at a site or sites to be identified by the Program. Fees to offset costs to the City and/or another implementing agency for off-site mitigation, if any, shall be identified in the Program. The plan shall also include the following elements:
 - (1) Establishment of areas where study is required; and
 - (2) A policy that no final map may be recorded for development purposes until an EIR is prepared which analyzes the effect of

the development on the viability of the study area to function as an eventual SKR preserve.

F. Implementation Programs

1. Master Environmental Assessment (MEA)

- a. Action: Prepare and maintain an inventory of wildlife and vegetation resources, as well as other significant natural resources (e.g., mineral, air, wetlands). Apply mitigations on projects to reduce or eliminate impacts.
- b. Discussion: The General Plan EIR will provide a resource data base by which to evaluate the impact of development proposals on the natural environment.
- c. New or Existing Program: Existing
- d. Implementation Schedule: Ongoing
- e. Responsible Agency: Community Development Department
- f. Source of Funds: General Fund

2. Wetland or Habitat Management and Replacement Program

- a. Action: Prepare a management program for the preservation and maintenance of valuable wetland or habitat resources.
- b. New or Existing Program: New
- c. Implementation Schedule: March, 1994
- d. Responsible Agency: Community Development Department
- e. Source of Funds: General Fund

G. Energy Resources

1. Introduction

The City of Beaumont includes virtually no energy resources that could be economically developed, with the exception of solar energy power. The potential for development and

incorporation of solar energy design in new construction and existing buildings as an energy saving technique is being researched throughout California, and it is the City's hope that more feasible, useable, efficient systems will be developed and made available to the general public. The potential of wind energy development in the San Geronio Pass area could also have a positive energy impact upon the Beaumont vicinity. This is dependent on available research funds and more efficient and economically feasible systems.

Conservation of energy is an important issue and a goal of the City. Therefore, the following objectives and subsequent policies in conjunction with those contained in the Circulation, Land Use and Housing elements have been designed to guide the City's decisions on the management and conservation of energy.

2. Goals and Objectives

- a. Goal: Maximize the conservation and wise use of energy resources in all residences, businesses, public institutions and industries.

Objective: Achieve a reduction in projected per capita energy demand and consumption by the year 2000.

- b. Goal: Encourage the utilization of existing energy resources to their highest potential and the development of alternative energy sources consistent with sound energy conservation practices and techniques to meet future energy demand.

Objective: Encourage the efficient development of local energy resources to supply energy demand through the year 2000 in a manner which protects the environment.

- c. Goal: Maximize the conservation of energy resources in all future land use and transportation planning decisions.

Objectives:

- (1) Set target employment intensities along transportation corridors and in urban activity centers.
- (2) Reduce transportation demand by increasing employment toward a balanced community.

3. Policies

- a. Land Use: To plan urban land uses with a balance of residential, industrial, commercial and public land uses.

- b. Energy Resource Development: To encourage and actively support the efficient use and optimum development of energy resources consistent with sound resource management practices.
- c. Energy Conservation: To encourage and actively support the utilization of energy conservation measures in all new and existing structures.
- d. Transportation: To provide incentives for transportation system management programs and support regional public transportation programs that reduce energy consumption.
- e. Energy Financing: To examine the benefits of local government financing programs that promote energy conservation and development through cooperative public/private efforts.
- f. Alternative Energy Systems: To encourage the use of alternative energy systems and, to the extent feasible, remove the regulatory barriers to their implementation.
- g. Solar Access: To support and encourage voluntary efforts to provide solar access opportunities in new developments.

4. Implementation Programs

- a. Facilities Energy Management
 - (1) Action: Establish energy conservation program for City buildings and facilities.
 - (2) New or Existing Program: New
 - (3) Implementation Schedule: Ongoing
 - (4) Responsible Agency: City Engineer
 - (5) Source of Funds: General Fund
- b. Energy Shortage Contingency Planning
 - (1) Action: Monitor energy supply trends and develop a plan which promotes an orderly response to energy shortages.

- (2) Discussion: This program involves the preparation of a plan to deal with any sudden or unforeseen disruptions in energy supplies (e.g., oil embargo).
- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: City Engineer
- (6) Source of Funds: General Fund

c. Ordinance Review and Revision

- (1) Action: Examine land use and building regulations to determine whether implicit or explicit barriers exist to energy conservation or alternative energy technologies.
- (2) New or Existing Program: New
- (3) Implementation Schedule: March, 1994
- (4) Responsible Agency: Community Development Department?
- (5) Source of Funds: General Fund

d. Energy Management Plan

- (1) Action: Improve energy resources management efforts through the development of a comprehensive energy management plan that provides a long-term strategy for meeting the future energy needs.
- (2) Discussion: To be effective, an energy management plan must be developed in cooperation with utilities and other interested parties and would consist of the following components:
 - (a) Energy Resource Development: Evaluation of energy resources and their potential will be undertaken along with a development program.
 - (b) Commercial and Industrial Sector Programs: An evaluation of co-generation, and other energy conservation opportunities will be undertaken for potential application to the commercial and industrial sections. This

evaluation will be conducted in cooperation with utilities and local businesses.

- (c) Residential Sector Programs: Since the existing state building energy standards ensure energy savings in new residences, this component would focus on existing residential buildings and the opportunities for increased energy savings within these residences.
- (d) Transportation Sector: This program would involve a cooperative evaluation of transportation systems management opportunities.
- (e) Energy Conservation Financing: An evaluation of the various financing alternatives available for energy conservation and resource development.
- (f) Implementation Plan: A comprehensive implementation plan for energy management would be developed. This implementation plan would support and augment existing utility energy management activities and emphasize voluntary conservation measures and the development of local energy resource supplies.

- (3) New or Existing Program: New
- (4) Implementation Schedule: March, 1994
- (5) Responsible Agency: Community Development Department
- (6) Source of Funds: General Fund

e. Energy Management Plan

- (1) Action: Support the community energy education efforts of utilities and other agencies through public information activities.
- (2) Discussion: This program is intended to increase the community's awareness of the need for energy conservation and provide educational assistance to residences and businesses.
- (3) New or Existing Program: New

- (4) Implementation Schedule: Commence upon adoption of General Plan
- (5) Responsible Agency: Community Development Department
- (6) Source of Funds: General Fund

H. Open Space Component

1. Introduction

Open space is considered to be a natural resource of every city and can promote conservation of land, water, energy, plants and animals, and serve as public park and recreation areas, land-buffer zones between incompatible land uses, to provide aesthetic visual relief from development, and to provide safety to the City's citizens by using open space as a buffer zone between flood channel areas, fault zones, and other natural or man-made hazards. As mentioned previously, open space policy overlaps many of the elements discussed in the General Plan.

The primary areas of open space in the City of Beaumont and its sphere of influence are: the flood control channel areas which run in a northeast to southwest direction across the City, the Edison powerline easement areas that run east to west across the City, Coopers Creek, the hillside areas located in the extreme south of the City (south of I-10 and 60 freeways), which include the Badlands (unincorporated), and the parks and recreation facilities located presently in a four (4) block area in central Beaumont (Stewart Park), a baseball park (Rangle Park) located in the southern part of town, and Noble Creek Park, a 61-acre park on 14th Street, just outside the City limits.

Although the flat vacant land areas that are located in the Beaumont vicinity comprise a high percentage of open space, it is likely that those areas will be developed due to growth and development pressures, and the suitability for development that exists there. The lands are flat, well-drained, severely disturbed by agricultural cultivation, and possess virtually no native vegetation or wildlife.

Since most of the above-mentioned lands are under only a few ownerships, proposals for development have been through Specific Plans. Thus, the City has a rare opportunity to ensure that an adequate dedication of land will be provided for open space in the form of parks and recreation facilities, bike and hiking trails, and undisturbed open space within comprehensive Specific Plans.

Consequently, the parks and recreation facilities development which includes the Parks/Open Space/City Beautification Concept Plan, will be well planned, methodically developed, and will occupy much more land than at present. For further explanation of the

Parks and Recreation programs and facilities see Chapter VII, Public Services and Facilities Element under the Recreation and Park Components.

The hillside area is in the same situation as far as ownership, but the development of the area will be monitored much more carefully and efforts to preserve the areas native vegetation, topography, and wildlife in the form of undisturbed open spaces and parks will be more intensive and extensive.

2. Objectives

The objectives enumerated below and the subsequent policies in conjunction with those contained in the Public Services and Facilities and Safety Element have been designed to provide guidance for the City's decision on the management and conservation of open spaces.

- a. To designate open space areas that preserve, conserve, maintain and enhance the significant natural resources and physical features.
- b. To protect life and property by regulating land use in areas subject to flooding, landslides, noise, high fire hazard and high earthquake potential; and to set aside land for human refuge in times of natural disaster.
- c. To preserve open space lands that prevent erosion, siltation, flood and drought, and to promote the production of food and fiber products.
- d. To encourage the conservation of open space lands which provide recreational scenic, scientific and educational opportunities.

3. Policies

- a. To seek out, evaluate and take advantage of special opportunities to obtain open space as these opportunities become available and when the available open space meets or helps to meet established open space goals and objectives.
- b. To ensure the health and safety of residents by identifying, planning for and managing open space areas subject to flooding, landslides, noise, high fire hazards and earthquake potential.
- c. (1) To encourage the conservation of open space lands which prevent erosion, siltation, flood and drought, and to discourage the unplanned conversion of open space to some other land use.

- (2) To ensure the wise use of resources by identifying, planning or assisting in the planning for and assuming management responsibility when appropriate for open space areas.
- d. To plan for the acquisition, development, maintenance, operation and financing of open space lands which provide recreational, scenic, aesthetic, scientific and educational opportunities.
- e. To require new Specific Plans to allocate 25% or more of areas classified 1.2 Low Density, or 50% or more of areas classified 1.1 Rural Density to open space, recreation, parks, greenbelts, common landscaped areas, public facilities, and/or affordable housing uses.
- f. To incorporate a Parks/Open Space/City Beautification Concept Plan.
- g. To utilize a system of tree planting along both sides of the Edison powerline easement in accordance with the Parks/Open Space/City Beautification Plan, and Natural Resources and Conservation Element.
- h. To create an open space/recreational corridor along both sides of major flood channels. This should include bicycle lanes, trails, park and picnic areas.
- i. To develop a system of slump stone walls in large developments throughout the City as part of the Scenic Highway/Vistas plan.

4. Implementation Programs

a. Acquisition Program

(1) Action:

- (a) Negotiate the location, shape, size, configuration, treatment, improvements, buffering and quality of title for open space dedications.
- (b) Direct the offer and acceptance of open space dedication as follows:

- Historic easements, resource/ preservation easements, and scenic easements without maintenance responsibilities are to be dedicated and accepted when required, but no later than final subdivision maps for residential projects or building permits for non-residential projects.

- When parks or open spaces are proposed to mitigate project impacts, the offer of dedication shall be made concurrent with the approval by the Planning Commission or City Council when the project is approved by that body. The boundaries of such offers may be refined through the tentative tract map process.
- All other offers of dedication shall be made no later than recordation of a final map or application for building permits when no subdivision is required. A separate recorded instrument will be required to offer the dedication if no final map is required.
- Fee dedication, recreation easements, and landscape maintenance easements requiring maintenance are to be accepted based upon financial capability of the grantee.
- Offers of dedication are placed in a land bank inventory and reviewed annually for selection of offers of dedication to be accepted based on the financial capability of the grantee to assume ongoing operation and maintenance costs.
- All offers of dedication shall be irrevocable.

(2) New or Existing Program: New

(3) Implementation Schedule: Ongoing

(4) Responsible Agency: Community Development Department

(5) Source of Funds: (1) General Fund; (2) Developer Endowments; (3) Gifts

b. Development Program

- (1) In the case of developer-provided improvements, negotiate necessary agreements with developers for the design and construction of open space improvements, and secure bonding to guarantee their installation.

V. NATURAL RESOURCES AND CONSERVATION ELEMENT

A. Introduction

1. Summary

The Natural Resources and Conservation Element is composed of provisions related to the management and conservation of Beaumont's natural resources. The identification of areas that are of significant value to the community along with proposed goals and policies are presented for the following resources:

- Land
- Water
- Plants and animals
- Open space
- Energy
- Cultural and historic resources

The objectives and policies are intended to assure the City that development does not eliminate, destroy, or interfere with the natural resources' unique value.

The design of the Element is not intended to deter or prohibit development or the use of land in natural resource areas. The emphasis and design of the element is to increase access to areas that provide educational/scientific interests, and to ensure that effective, safe management of the City's resources with an emphasis on conservation principles will be encouraged. This is essential in order to provide direction on which areas would be the safest, most feasible, most accessible and least damaging to natural resources to develop. Without this direction many environmental resources could become inaccessible or be destroyed. Since the City is in the preliminary stages of development, and still encompasses a large area of vacant land, the City has a rare opportunity to preserve resources and assure that proper conservation and management practices are used. The City also has a chance to reduce its dependency on non-renewable energy resources which are finite and diminishing in the global marketplace, and are thus becoming extremely costly. This can be attained through using more efficient and cost efficient methods of producing and conserving energy.

2. Requirements

The following *Government Code* sections summarize the mandates requiring cities and counties to identify environmental resources, and to prepare and implement measures relating to the management and use of those resources:

- Section 65302(d) requires the preparation of a Conservation Element. This is to include if applicable, the conservation, development and utilization of water and its hydraulic force, forests, soils, rivers, and other waters, harbors, fisheries, wildlife, minerals and other natural resources.
- Section 65302(e) requires preparation of an Open Space Element as defined in Section 65560 which specifies land use preservation of natural resources, outdoor recreation, public health and safety, and resource management/production.
- Section 65303 permits a community to prepare additional elements if they are deemed appropriate. The City of Beaumont has determined that both an Energy and Cultural/Historical Resource Element are needed and these have been incorporated into the Natural Resource element.

3. Relationship to Other Elements

Many aspects of the Natural Resource Element cover areas addressed in the Public Services and Facilities, Public Safety, Land Use and Circulation Elements of the Plan. This is particularly true in the goals, policies, and description of recreation and parks as found in the Public Services and Facilities Element. This serves to link the Elements and provide consistency to the overall Plan.

B. Land Resources

1. Agricultural Suitability

Land resources are defined as agriculturally productive soils and land forms. An extensive study of soil conditions in Beaumont was undertaken for the 1971 San Gorgonio General Plan. Since soil conditions have not changed since that time and there have not been any major disturbances in the vicinity concerning soils, this data may be used for identifying soil characteristics. The data on soils is used mainly for determining agricultural suitability. Soils that are arable are grouped by their potential and/or limitations to sustain cultivated crops, and then are specifically classified according to their capabilities. Soils that are non-arable are grouped by possibility of soil damage and potential for permanent vegetation.

The soils in Beaumont have all been classified as Class II, defined as follows:

- These soil characteristics present few limitations or hazards. The practice of simple conservation methods are needed (i.e., crop rotation, using wind breaks, dormant periods of cultivation, etc.) in order to preserve the integrity of the soils. They are suited for cultivation of crops, pasture, range, woodland, or wildlife usage.

Although Beaumont is mostly undeveloped and is comprised of nearly one-half vacant land (approximately 1,279 acres within City limits, 6,000 acres within the City's sphere of influence, and 9,000 acres in the Planning Area) of which the majority is suitable for agricultural usage, the amount of urbanization taking place in the community, the pressures for additional development, and the proposals of annexation for the purpose of development, severely constrain the viability of agriculture as a continued/permanent use. However, it is the goal of the City to preserve as much of the land as possible for agricultural and open-space purposes and to integrate such uses into the proposed developed areas. The Open Space Component includes policies and implementation programs relevant to Land Resources.

2. Soils Development Suitability Map

For a further discussion of soil type as related to erosion refer to Seismic Safety and Geologic Hazards sections of the Public Safety Element.

3. Objectives

The objectives enumerated below and subsequent policies in conjunction with those in the Seismic Safety and Geologic Hazards of the Public Safety Element and the Land Use Element, have been designed to provide guidance for the City's decisions on the management and conservation of its land resources:

- a. Use proper soil management methods to minimize the adverse effects of erosion.
- b. Minimize alteration of the landforms in the southern portion of the City.
- c. Prevent premature elimination of agricultural land whenever possible and incorporate agriculture and open-space use into new development.
- d. Establish efficient use and conservation of the community natural land resources to provide for the health, safety and economic welfare of its citizens.

4. Policies

- a. Through proper site planning the City shall encourage developers to minimize the amount of grading needed for development.
- b. To reduce wind and water soil erosion every effort should be made to preserve the existing vegetation cover.

- c. To prevent vast exposure of bared earth land should be graded and landscaped in workable increments during development. Moreover, if the soil is to remain exposed for a period of more than thirty (30) days, temporary sediment erosion control methods should be required to protect disturbed areas. The following methods should be used:
- (1) Vegetation/landscaping - The planting of sod, shrubs, perennial grasses and trees should be implemented in order to provide long-term protection to areas susceptible to wind and water erosion. This would function to protect sites during and after grading operations, and until more permanent vegetation cover can mature.
 - (2) Structural - Man-made methods designed to attenuate the flow of runoff or to trap sediments should be used. These methods range from temporary strategic placement of hay bales to elaborate sedimentation basins. The results of these methods are most effective when vegetation/landscaping methods are used simultaneously.
- d. Orientation of development should be to the natural terrain and follow natural contours.
- e. Development of foothills, defined as sloped areas greater than eight percent (8%), should be carried out in relation to the slope in order to preserve the integrity of hillside and minimize the degradation of natural landforms.
- f. Development should be concentrated, especially in hillside areas, in order to preserve open spaces, protect natural landscape features, and retain the natural view for residents.
- g. Cut and fill slope grades in cluster development should be varied but not less than a 2-to-1 slope.
- h. Enhancement of the natural surroundings should be undertaken by minimizing grading, using appropriate materials and colors, and by retaining natural vegetation.
- i. When and where construction of roads is permitted in the foothills, loss of vegetation and visual disruption should be minimized through the combined use of retaining structures and regrading to retain or recreate as much as possible the natural grade. The retaining wall height should be limited to approximately three (3) feet in order to avoid obstruction of vehicular and pedestrian fields of vision.

- j. When and where retaining structures are required for hillside roads, considerable effort should be made to integrate the retaining structures with foundation walls of adjacent residents, and whenever possible natural materials should be used (i.e., rock facing).

5. Implementation Actions

- a. The City shall develop a Hillside Grading Ordinance in order to implement the policies of this element.
- b. New or Existing Program: New
- c. Implementation Schedule: March, 1994
- d. Responsible Agency: Community Development Department
- e. Source of Funds: General Funds/developer fees

C. Mineral Resources

There have been no significant amounts of mineral deposits identified in the City of Beaumont. However, since the majority of the area is flat and characterized by alluvial materials which eroded and washed down from the mountains, extracting aggregate resources from open spaces adjacent to the flood channel in the western portion of the City and its sphere of influence may be possible. These resources could provide building materials for nearby development and reduce the importation of materials.

D. Water Resources

1. Water Supply

A summary of the City of Beaumont's plan to establish a City Water Department is stated in the Water Systems Component of the Public Services and Facilities Element.

Currently, Beaumont relies exclusively on wells for its water supply. There are several water basins that feed the wells and springs that supply local area water. The water basins are the Upper Edgar Canyon which contains thirteen wells, the Middle and Lower Edgar Canyon which contain two wells, and Beaumont Basin which contains six wells. As a result of its location at the crest of the San Gorgonio Pass, Beaumont lies within those three drainage areas. Water table conditions in the southern portion of the vicinity are not well understood due to the complex geology.

The Beaumont/Cherry Valley Water District, which provides all the water for the community, draws from a "captive" water basin. This basin is quite deep and shielded by a thick mantle of clay that inhibits efficient recharge. During 1989, the maximum water the district extracted in a day was 10.98 million gallons on July 11, and an average of 9.55 million gallons per day (Mgd) for the summer of 1989.

2. Water Quality

Water quality in the Beaumont vicinity is considered to be good. Major water distributors and consumers of the San Gorgonio Pass area (City of Banning, Beaumont/Cherry Valley Water, City of Beaumont and San Gorgonio Pass Water Agency) have no major or threatening water quality problems at the present time. By the standard of taste Beaumont's water quality is quite high.

Water contamination has not been a problem in Beaumont since the majority of the City's water sources are located in fairly remote areas in the northern vicinity which receive water flow in the deep water basins directly from storm runoff and the San Gorgonio mountain ranges to the north. However, there is a potential for contamination in the Cherry Valley areas since there is a relatively dense population and no sewer service. Still, the potential for contamination is minor since the water basin supply areas are quite deep and shielded by a thick mantle of clay. By the time water from a septic tank percolates into the basins, it is almost as pure as the existing ground water. It is imperative that monitoring, careful investigation and mitigation measures be taken, if necessary, concerning ground water contamination in the Cherry Valley area in a joint effort with Riverside County in order to prevent any health hazards.

The major flood-flows in the City tend to flow from the steep northern mountains to the west and east of the urbanized community, into vacant land areas and thus, have not posed serious flooding problems to the City. However, since much of the east and west territory is proposed for development, preventive measures will be taken as the areas are developed. For further explanation of flooding see the Flood Hazard component of the Public Safety Element.

3. Objectives

The objectives enumerated below and subsequent policies in conjunction with those contained in the Public Services and Facilities Element and Public Safety Element, shall provide guidance for the City's protection and enhancement of its water resources.

- a. Preserve and protect groundwater basins, wells, and areas capable of replenishing groundwater supplies.
- b. Retain the natural drainage of Beaumont as much as possible.

- c. Advocate and encourage methods of water conservation such as the use of drought tolerant vegetation and efficient irrigation systems (i.e., drip irrigation and reclaim water use).
- d. Preserve and protect waterways from erosion and pollution.
- e. Advocate and encourage methods of ground water recharge.
- f. Establish City water department to increase water quantity capacity and distribution capabilities to meet future growth demands.

4. Policies

- a. Areas that are prime or suitable for groundwater recharge should be clustered to facilitate infiltration and to provide areas of open space.
- b. When appropriate, structures should be designed to retain precipitation and runoff. Some methods that could be used to minimize runoff and enhance infiltration are: precast concrete lattice blocks and bricks, terraces, diversions, seepage pits, and recharge basins.
- c. The City shall advocate water conservation techniques appropriate for new and existing developments. They should include, but not be limited to, the following:
 - 1. Installation of shower flow restrictors.
 - 2. Repairing leaking water fixtures.
 - 3. Drought-tolerant, low maintenance landscaping/vegetation.
 - 4. Having vehicles washed at car washes in order to use reclaimed water and preserve available drinking water.
 - 5. Watering landscaping at night when there is less evaporation.
 - 6. Active and passive solar water heating for structures.
 - 7. The City shall work closely with the San Geronio Pass Water Agency to expand and import water from the State Water Project (Feather River).
 - 8. The City shall attempt to establish a Wastewater Department and use the water for irrigation of parkways, golf courses, landscaped areas, parks and for industrial purposes.

9. If development takes place over or adjacent to any existing or proposed watercourses or bodies of water, it should be designed to insure that water quality is not negatively affected by soil erosion, direct discharge of potentially harmful substances, ground leaching from raw material storage, waste or fuel products, debris, or harmful runoff from sites.
10. Structures and parking lots shall be designed to prevent high points of water flow.

E. Plant and Animal Resources

1. Introduction

Beaumont's entire incorporated area and the immediately surrounding sphere of influence have been heavily disturbed by human activity (Exhibit 2). Historically, the primary disturbance of its native vegetation and wildlife has been cultivation/agriculture. This use has occurred continuously from the time of the City's incorporation in 1912 to the present. Thus, there are few undisturbed natural areas. Grassland zones predominate the flat areas not under cultivation and are dominantly comprised of non-native grasses and herbs. These species include slender wild oat, red brome, common barley, ripgut grass, short-podded mustard, wild radish, Russian thistle, red stemmed filaree, soft chess, telegraph weed, dove weed and horehound. These particular species are classified as annuals which grow from one to three feet in height and re-establish themselves yearly. Usually, during the latter period of autumn rainfall this type of vegetation germinates and flourishes from winter through spring. In the summer and early fall, the plants die and drop their seeds, and the cycle begins again.

The City's southern sphere of influence zone has a significant amount of native vegetation. This is the location of a series of hills known as the Badlands. In these hills and other hill areas to the southeast exist native vegetation known as chamise chaparral. The dominant species are: chamise, black sage, white sage, sugarbush, wild honeysuckle, scrub oak and manzanita. Cottonwood trees and oaks can also be found sparsely scattered and bordering stream channels. In addition, some Mojave yucca and giant rye grass have been found at the most southeastern portion of this southern sphere of influence zone. Since there is still a significant amount of native vegetation located in the southern sphere of influence zone and proposals of annexation of these areas are in the planning/processing stages, great efforts should be made to preserve the natural vegetation whenever possible.

Wildlife inhabiting or commonly seen in the disturbed non-native grass areas and native vegetated southern areas consist of: a large number of common insects, reptiles, bird species and small and medium-sized mammals. These include bobcats, coyotes, raccoons, grey fox, ferruginous hawks, opossums, ring-tailed cats, rabbits, skunks, many rodent species, and an occasional mule-deer and black bear.

(2) In the case of City-installed improvements:

- (a) Annually update 5-Year Capital Projects Program, and/or
- (b) Annually update Open Space and Recreation Program.
- (c) Coordinate Public Works and Community Development Department planning for the design and construction of projects.

(3) New or Existing Program: New

(4) Implementation Schedule: Ongoing

(5) Responsible Agency: Community Development Department

(6) Source of Funds: General Fund

c. Operation and Maintenance (O&M) Reports

(1) Action:

- (a) Operate and maintain open space facilities with minimal disturbance of natural resources at a minimum per-acre cost.
- (b) Annually update 5-Year Operation and Maintenance Financing Plan and revenue projections. Excess revenues above current O&M needs, and O&M gifts, will indicate ability of City to accept new open space dedications at time of annual land bank review.
- (c) Assume new O&M responsibilities, when possible, based on excess revenues, if any, detected in item (b) above.

(2) New or Existing Program: New

(3) Implementation Schedule: Ongoing

(4) Responsible Agency: Community Development Department

(5) Source of Funds: General Fund

I. Cultural and Historic Resources

1. Introduction

It is the intention of Beaumont to generate interest and awareness of its cultural and historic resources (archaeologic/paleontologic and architectural/historical), and to focus attention on the preservation/restoration and protection of these resources. The Cultural and Historic Resources component will be a part of a comprehensive historic preservation/restoration program which attempts to recreate the City's history and provide a stable, continuous sense of its past in order to contribute to the identity of the community. The effort also contributes to the preservation of the future by generating citizen enthusiasm and general interest in the community's past. This is accomplished by creating an identity for the community and a sense of pride which provides a stimulus of quality, aesthetic, and compatible development throughout the City.

2. Prehistoric

The Beaumont vicinity was inhabited by the Cahuilla Indians. The Cahuillas throughout the area shared a common language and cultural identity, but were not politically unified. They occupied and situated their permanent villages so as to maximize the use of water, animal and plant resources. Cahuilla society was organized in a complex manner and was influenced as well as disturbed by the arrival of the Spaniards. The Spaniards made use of their extensive knowledge of the area by using them on expeditions through the San Geronio Pass and to carry mail. In the Beaumont vicinity the Pass was mainly a Cahuilla Trail, and was considered the most important route connecting the deserts of California and Arizona to the coastal beaches. The two reservations established in the vicinity in 1876, are still occupied by the Cahuilla.

3. Archaeologic/Paleontologic

The majority of the flat land areas throughout Beaumont contain very few significant archaeologic or paleontologic sites. Most of the archaeological sites in these areas are of the late prehistoric age and are associated with nomadic movement and food gathering activities in the Pass area. Village settlement patterns probably were located along or near perennial waters and throughout temporarily occupied areas. The flat land areas were most likely composed of low-density settlements due to the vegetation available and the proximity to water. Therefore, a subsistence settlement pattern of these areas indicates that only temporary activity sites or isolated artifacts may be expected to be found. However, the extreme southern areas in the Beaumont vicinity will probably yield a greater potential of archaeologic and paleontologic findings since it remains less disturbed by agriculture cultivation, is subject to less human disturbance and because there is and was more native vegetation, natural stream waters, and animal life which encouraged settlement, food gathering, and hunting.

4. Architectural/Historical

Although few buildings in Beaumont pre-date 1900, there is a section of the community that exemplifies the old-town character and contains several buildings of historic interest. There are also some Victorian residences scattered throughout the city.

The old-town community encompasses the segment of 6th Street between Orange Street and Viele, and 5th and 8th Streets. This area is considered by the City to be of special historic significance, and therefore it should be preserved, restored and redeveloped in relation to its historic character. The City intends to preserve old street lights and columns that still exist in the city. Buildings of significant historical interest in the old town are: the old bank building (currently Precision Stamping), the old high school (currently City Hall), Beaumont Library, the Woman's Club, the old church (currently First Christian Church), Saint Stephen's Church, San Gorgonio Catholic Church, Bekins Transfer Storage and the Beaumont Hotel. The Victorian residences and stone houses scattered throughout the city are of significant historic interest to the City and careful efforts will be made to preserve them.

To preserve the existing buildings of significant historical interest throughout the City and its old town, a historic resources survey will be taken. The purpose of the survey will be to provide documented information that could be used to develop a Historic Preservation program including funding.

5. Objectives and Policies

The objectives enumerated below and the subsequent policies in conjunction with those contained in the Circulation and Land Use elements, and the other components of this element have been designed to guide the City in the management and preservation of its cultural and historic resources.

- a. Goal: To raise the awareness and appreciation of the City's cultural and historic heritage.

Objectives:

- (1) Facilitate and participate in activities that inform people about the social, cultural, economic and scientific values of the City's heritage.
- (2) Work with the County in the areas of history, paleontology, archaeology and historical preservation.
- (3) To establish a Historical Preservation program.

Policies:

- (1) To stimulate and encourage financial support for projects in the public and private sector.
- (2) To coordinate citywide programs and be the liaison for local organizations.
- (3) To advise and aid the public and private sectors in meeting museum needs and finding funding sources for same.

- b. Goal: To encourage through a resource management effort the preservation of the City's cultural and historic heritage.

Objectives:

- (1) Take all reasonable and proper steps to achieve the preservation of archaeological and paleontological remains, or their recovery and analysis, to preserve cultural, scientific and educational values.
- (2) Provide assistance to agencies in evaluating the cultural impact of proposed projects and reviewing EIRs.
- (3) Provide incentives to encourage greater private sector participation in archeo/paleo resources preservation.
- (4) Conduct a Historical Resources Survey.

Policies: The following policies addressing archaeological, paleontological and historical resources shall be implemented at appropriate stages of planning, coordinated with processing of a project application as follows:

- (1) Identification of resources shall be completed at the earliest stage of project planning and review.
- (2) Evaluation of resources shall be completed no later than at intermediate stages of project planning and review such as site plan review or subdivision map approval.
- (3) Final preservation actions shall be completed no later than at final stages of project planning and review such as grading.

- To identify historical resources through literature and records research and surface surveys.
- To monitor and salvage historical resources during the development of projects that could be considered to have significant historical impacts on existing old buildings.
- To preserve historical resources by maintaining and restoring them.
- Preserve the existing buildings of significant historic interest throughout the City and its old town.
- Review carefully all demolition permits for structures of significant historical interest in order to explore alternatives to demolition and promote preservation.
- Provide federal, redevelopment, and private funding through a historic funding program.

J. Air Resources Component

1. Introduction

The climate of the City of Beaumont is classified as an interior valley subgroup of Southern California's Mediterranean climate. It is characterized by light rainfall, hot summers, warm winters, strong winds and mainly fair weather. The diurnal ocean breezes are funnelled through the Banning Pass to the Coachella Valley to the southeast of the City. This flow of air imports pollutants from west into the City late in the afternoon. This results in poor air quality and reduced visibility.

Average temperatures range from 45 degrees minimum to 75 degrees maximum with an average of 60 degrees fahrenheit. Average rain fall is about 18 inches with considerable average annual variation characteristic of Mediterranean climates. Most rainfall occurs between January and April. Prevailing winds are from the southwest with a mean hour speed of six miles per hour.

The City is located at the western boundary of the Southeast Desert Air Basin (SEDAB) near its boundary with the South Coast Air Basin (SCAB). The SEDAB is bounded by the San Gabriel, San Bernardino and San Jacinto mountain ranges, and includes the area generally southeast of Calimesa to Indio.

The principal source of air pollution in Beaumont is transport of emissions by wind from the SCAB. The SCAB includes Los Angeles (except high desert areas), Orange and the

western portions of Riverside and San Bernardino Counties. This basin experiences very persistent temperature inversions which limit the vertical mixing of air, thereby trapping and concentrating pollutants close to the ground. In summer a cool marine air layer is located at the surface of coastal areas and a warm, sinking air layer is located above associated with the predominate high pressure cell over the ocean. Because of the differential heating/cooling of the ocean and land a weak local diurnal pattern of wind carries pollutants eastward during the day. Thus, air near the coast is relatively clean, but becomes more polluted as it moves eastward over developed areas and the photochemical effect of the sun on reactive gases occurs to create smog. The worst air pollution occurs in the eastern portions of Los Angeles Counties and western portions of Riverside and San Bernardino Counties. However, air quality in Beaumont in summer is generally within federal and state standards.

On winter nights cold air from the mountains is transported to the valley floor while warm air remains at higher altitudes. This phenomenon also produces a temperature inversion which trap emissions near their source. At present, there are insufficient emissions in the City of Beaumont to result in air pollution concentrations sufficient to result in winter air quality exceeding standards.

2. Air Quality Standards

In 1971, the federal government established National Ambient Air Quality Standards (NAAQS) for six air pollutants and set a deadline of 1977 for federal, state and local governments to meet these standards. This deadline was extended to 1987 for NAAQS and Southern California still does meet federal standards for several pollutants.

The Federal Clean Air Act Amendments of 1977 required that state and local agencies prepare plans for all airsheds that did not meet NAAQS. The South Coast Air Quality Management District (SCAQMD) is responsible for regulating emissions in both the SCAB and SEDAB areas. SCAQMD prepared an Air Quality Management Plan for the SEDAB in 1978 planning attainment of all NAAQS by 1987.

In March, 1989, SCAQMD and the Southern California Association of Governments (SCAG) adopted an AQMP for SCAB which was updated in July, 1991. At the same time, the State Legislature passed the California Clean Air Act (CCAA). The CCAA requires all nonattainment air basins in the state to develop new plans to meet federal and state standards. In addition, the CCAA places performance tests for each plan.

Beyond the pollutants regulated by federal legislation, the CCAA provides standards for Hydrogen Sulphide, Sulphates and Vinyl Chloride. The California Air Resources Board and local air pollution control districts are responsible for achieving these standards. Local district plans for nonattainment areas must be designed to achieve a 5% annual reduction in total district emissions.

Although the 1989 AQMP was a federal attainment plan, the CCAA required SCAQMD to update the AQMP. While the City of Beaumont is located in SEDAB, the principal source of air pollution in the City is transport of pollutants from the SCAB as noted previously. For this reason, the 1991 SCAB AQMP is the means to attaining air quality standards in the City.

Air quality in Southern California has greatly improved in the last twenty years witnessing the elimination of second stage smog alerts in the SCAB and reductions in first stage alerts. However, federal and state standards will continue to be exceeded under current plans into the next century.

3. Current Monitoring

SCAQMD, under contract with Riverside County, operates an air quality monitoring station in Banning. Monitored air pollutants include ozone and particulates. Historic measurements show that photochemical smog (mainly ozone) is high in summer and particulates associated with dust may exceed standards throughout the year. Carbon monoxide and lead, associated with vehicular emissions, are very low in the Beaumont area. Table 25 summarizes monitoring data for 1989 and 1991 from the Banning station.

Table 25 - Air Quality Data for Banning Monitoring Station

Pollutant	Year	Maximum Level	Days/% Exceeded U.S.	Standards For California
Ozone	1987	0.21ppm	40	96
	1989	0.23ppm	60	112
	1991	0.19ppm	9	15
Particulates (PM-10)	1987	135 ug/m ³	0/0%	20/33%
	1989	194 ug/m ³	2/3%	20/33%
	1991	67 ug/m ³	0/0%	2/40%

Source: South Coast Air Quality Management District

4. Regional Effects

As noted previously, the principal source of emissions in the Beaumont area is transport by air currents from the SCAB. For this reason, the City of Beaumont area is a nonattainment area for ozone and particulates, although SEDAB sources of particulate emissions may also contribute heavily to nonattainment in the Beaumont area.

The SCAQMD and SCAG have analyzed the cumulative effects of growth and development in the SCAB and the SEDAB in the 1991 AQMP and the Program EIR prepared for the Plan certified in July, 1991. In addition to emissions inventories and forecasts for SCAB, the AQMD prepared Appendix II-A Summary of Air Quality in California's South Coast and Southeast Desert Air Basins, 1987 - 1989, and Technical Report III-B Emissions Inventory for the Coachella Valley Study Area as apart of the AQMP. Technical Report III-B includes long range forecasts of emissions by source for the Riverside County area east and south of the City of Perris to the north shore of the Salton Sea, including the City of Beaumont. The AQMP calls for attainment of federal and state standards through three tiers of control measures.

Finally, SCAQMD approved (and certified Final EIR SCH #90020391) for) the State Implementation Plan for PM10 in the Coachella Valley (SIP) dated November, 1990 for attainment of standards for particulates (10 microns). This plan provides a cumulative analysis of the effects of PM10 sources in the Coachella Valley Study Area, which is the portion of Riverside County east and south of the City of Perris to the north shore of the Salton Sea, including the City of Beaumont. The SIP is not actually a state implementation plan but rather serves as an AQMP for PM10 in the Coachella Valley Study Area. The SIP includes control measures for attainment of state and federal standards for PM10.

5. Objectives

The objectives listed below and the following policies in conjunction with those in the Land Use, Circulation and Conservation Elements have been created to alleviate and reduce air pollution emissions locally and minimize health hazards due to poor air quality.

- a. Minimize the generation of air pollutants from projected growth within the City.
- b. Organize land uses to encourage the use of modes of transportation other than the automobile, to conserve energy and to support the provisions of the Southern California Association of Government's Air Quality Management Plan.
- c. Reduce the amount of vehicle trips traveled within the City.
- d. Minimize public health hazards due to air pollution.

6. Policies

a. Reduce Vehicle Trips

- (1) The General Plan policies call for a balance between jobs in the City and population growth, and a balance between the income of employees and residents. The effect of these policies would

be to reduce the length of home to work trips, and concentrate the trips in the SEDAB.

- (2) Establish and implement a Transportation Demand Management Program including:
 - (a) Require Transportation Management Associations for large employers and commercial/industrial complexes to implement:
 - Employee rideshare and transit incentives by public agencies.
 - Employee rideshare and transit incentives by employers with more than 25 employees at a single location.
 - Support legislation to provide incentives for purchase of vanpools.
 - Require teleconferencing by public agencies in lieu of vehicle travel.
 - Require teleconferencing and telecommuting programs by private employers with more than 25 employees at a single location.
 - Participate with communications and cable companies in a program to provide fiber optics cables and other facilities for teleconferencing.
- (3) Support Intercity Rail service on the Southern Pacific railway. Reserve lands and provide incentives for station facilities as identified in the Riverside County Transportation Commission feasibility study and future studies.
- (4) Implement staggered, flexible and compressed work schedules among City employees.
- (5) Require work schedule flexibility programs by employers with more than 25 employees at one location.

b. Implement Congestion Management Plan

- (1) Implement Growth Management Program and Circulation Element policies regarding level of service. Coordinate these measures with the Riverside County Transportation Commission Congestion Management Plan.

c. Congestion Fees/Tolls

- (1) Support expansion of regional highways through toll financing.

d. Increase Alternative Mode Usage

- (1) Require that public and private highway improvements include designs which enhance access to future transit service as proposed in the Circulation Element.
- (2) Require that public and private highway improvements include designs which enhance bicycle and pedestrian usage as proposed in the Circulation Element.

e. Parking Management

- (1) Require that close-in parking stalls in off-street parking lots for non-residential uses be reserved for carpools.
- (2) Discourage on-street parking stalls on arterial highways.

f. Water Heater Emissions

- (1) Discourage gas or electric water heaters for swimming pools or spas.

g. Particulates

- (1) Require developers to provide windbreaks (e.g., trees, snow fences, etc.) on lands which are no longer in agriculture but are not to be developed in the near term.
- (2) Require developers to provide ground cover, chemical stabilization, irrigation and similar measures on lands which are no longer in agriculture but are under development.
- (3) Prohibit off-road use of vehicles except in designated areas.

- (4) Prohibit agricultural tilling operations on windy days.
- (5) Pave all City roadways, parking lots, driveways, and vehicle maneuvering areas.
- (6) Prohibit parking on unpaved areas, except temporary parking lots for short-term uses.
- (7) Require City and developer trucks and trailer operations to include liners on load beds, covers on open load beds, two-feet of freeboard on load bed sides, wheel washers before roadway entrance, and roadway cleaning during operations.
- (8) Require owners of vacant lots to maintain vegetative ground covering.
- (9) Prohibit earth/soil moving operations during windy days (exceeding 30 mph). Note the SCAQMD issues daily forecasts of wind conditions on a taped message.
- (10) Establish programs to remove sand and soil from streets and highways during peak wind season.
- (11) Require watering of all active construction, grading or extraction operations.
- (12) Ban the use of leaf blowers.

K. Implementation

Implementation of the Natural Resources and Conservation Element should be achieved through the following:

- 1. Regulation: The use of the zoning ordinance regulating the use of solar and wind energy, lot size, configuration, and orientation of lots, building height, solar energy, permitted and accessory uses to accommodate renewable resources, parking lot shading requirements, and energy sensitive requirements for amendments, use permits, variances and other land-use entitlements.
- 2. Specific Plan/Planned-Unit Development: The use of Specific Plans or planned-unit development enables the City to require developers to use design and building methods, that would conserve or enhance the natural

resources of a site, or mitigate potential adverse conditions that would result from development.

3. Hillside Residential District: The creation of such a district is to implement protection of a city's hillsides and to maintain their open space natural setting. A Hillside Ordinance should define and enforce the standards of this district.
4. Energy Ordinance: An Energy Ordinance that promotes growth management, solar energy design, and conservation of energy in transportation, building and space heating and cooling will help implement energy conservation.
5. Subdivision Regulation: Section 66474 of the Government Code states that the City shall deny approval of any project subdivision, if the design of the subdivision or the proposed improvements could possibly cause substantial environmental damage to the natural resources or serious public health problems.
6. Stream Management Ordinance: Where feasible the City shall consider creating a Stream Management Ordinance. It would require an established setback distance and limit or prohibit development along streams.
7. The California Environmental Quality Act: Required environmental documents should serve as an implementation measure for protecting the environment from adverse impacts.
8. The City should adopt a Historic Resources Inventory as a means of implementation. The results of the survey should be to identify and classify structures of cultural/architectural or social significance, and place them on a local register.
9. The City shall adopt the California Historical building code (Part 8) of the Uniform Building Code which deals specifically with existing structures listed on the local register.
10. The City shall adopt an ordinance to implement the Historic Preservation Program that will assure the community that the City is taking an effective, active role in conserving the natural and built environment, and to preserve the cultural, architectural and historic resources of the city.

VI. PUBLIC SAFETY ELEMENT

A. Introduction

The Public Safety Element consists of information that relates to the protection of life, health and property from natural and manmade hazards. The function of the element is to identify areas where sensitive land use decisions need to be made concerning hazardous conditions caused by slope instability, seismic activity, floods, wind, air quality and fire. The element also highlights manmade hazards to the community, such as criminal activity, and the measures that need to be taken to prevent them. Moreover, it serves to inform the general public of the City's policies on the type of land uses permitted in hazardous areas, and what type of public protection is implemented.

It is a requirement of state planning law that cities and counties identify hazardous conditions and create and implement policies that will protect public health and safety. Section 65302(g) of the *Government Code* requires that provisions be taken for protection of the community from geologic hazards, including seismically induced hazards and fires. Section 65302(e) requires preparation of an Open Space Element that must include special management of areas that could endanger health and safety.

The overall goals, objectives and policies in the remainder of the chapter have been formulated to respond to potential hazards. However, it is unlikely and unrealistic that they will completely eliminate all natural and manmade hazards. Consequently, the overall goals, objectives and policies herein seek to balance the cost versus the benefits of hazard prevention.

B. Overall Goals and Objectives

1. Goal: Provide for a safe living and working environment consistent with available resources.

Objective: To identify public safety hazards and determine the relative threat to people and property.

2. Goal: Minimize the effects of public safety hazards through implementation of appropriate regulations and standards which maximize protection of life and property.

Objectives:

- (a) To create and maintain plans and programs which mitigate the effects of public safety hazards.

(b) To encourage the development and utilization of technologies which minimize the effects of public safety hazards.

3. Goal: Raise the awareness of residents, workers and visitors to the potential threat of public safety hazards.

Objective: To provide information, training and assistance to reduce loss of life and injury and to protect private and public property from public safety dangers.

4. Goal: Provide for a safe living and working environment consistent with available resources.

Objective: To identify natural hazards and determine the relative threat to people and property.

5. Goal: Minimize the effects of natural safety hazards through implementation of appropriate regulations and standards which maximize protection of life and property.

Objectives:

(a) To create and maintain plans and programs which mitigate the effects of natural hazards.

(b) To support the development and utilization of technologies which minimize the effects of natural hazards.

6. Goal: Raise the awareness of residents, workers and visitors to the potential threat of natural hazards.

Objective: To provide information, training and assistance to reduce loss of life and injury and to protect private and public property from environmental dangers.

C. Seismic Safety and Geologic Hazards

1. Policies

- a. Participate in the Southern California Earthquake Preparedness Project.

- b. Adopt ordinances, regulations and procedures which mandate the review, evaluation and restriction of land use due to geologic or seismic hazard.
- c. Establish (through the Southern California Earthquake Preparedness Project process and other resources) seismic design criteria and standards for transmission lines, water and sewage systems, bridges and highways, any structures housing necessary mobile units and support equipment, and other vital resources which would be needed following an earthquake (e.g., "back-up" power generation facilities and water storage).
- d. To periodically update maps of existing faults, slide areas and other geographically unstable areas.
- e. To establish development standards for land use, new construction and proposed improvements to ensure proper design and location of structures.
- f. To provide technical and policy information regarding geological and seismic hazards to developers, interested parties and the general public.

2. Implementation Programs

a. Public Education/Information

- (1) Action: Support the safety awareness efforts of the County of Riverside and other agencies through public information and educational activities.
- (2) Discussion: This program is intended to increase the Community's awareness of the need for disaster preparedness and provide educational assistance to residences and business.
- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agencies: Fire Department and Community Development Department
- (6) Source of Funds: General Fund

b. Comprehensive Erosion Control Program

- (1) Action: Adopt a Comprehensive Erosion Control Program.
- (2) Discussion: Erosion control programs include: Agricultural Best Management Practices, construction activity guidelines, in-channel sediment control, and localized sediment control.
- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: Public Works Department and Community Development Department
- (6) Source of Funds: General Fund

D. **Flood Hazards**

1. Introduction

When flooding occurs, it originates from the steep mountainous area to the north of the community, which contains sparse vegetation and is relatively arid. Thus, when severe storms move in, flood waters develop rapidly and can cause flash floods. This produces high water levels in flood channels (north of the City) and ultimate flooding. The northern areas that have been subject to these floods are: Noble and Little San Gorgonio Creeks located north of Cherry Valley, and Smith and Pershing Creeks located northeast in Highland Springs. The periodic flash floods reach high velocities due to the steep terrain in the north, and carry a significant amount of debris which blocks the flood channel at slope areas of 1% to 2%, causing heavy deposition. When this occurs, debris blocks flood control channels, particularly where they cross under freeways, and causes significant flooding in the vacant land areas within the City's Sphere of Influence. Therefore, it is imperative that mitigation measures be taken to prevent flooding in the Sphere of Influence areas, since much of that area is proposed for or in the process of being annexed.

2. Seismically Induced Inundation

The failure of water retention structures during a seismic event would not cause flooding since there are no large confined bodies of water in or near the City. Consequently, vast wave movement (Seiche) is not a potential problem either.

3. Flood Prone Areas

The Federal Emergency Management Agency (FEMA) maps portions of the City which fall within the 100-year flood plain zones (areas of land subject to potential inundation by a storm whose intensity occurs on the average of 100 years).

4. Goals, Objectives and Policies

a. Goals and Objectives

Goal: Provide effective and efficient flood protection.

Objective: To implement flood control facilities which protect existing and proposed development.

b. Policies

- (1) To phase improvements consistent with funding capabilities:
a) which provide 100-year flood protection for residences and other non-floodproof structures; and b) which complete links in the system that have not been provided by new development.
- (2) To regulate development of major watercourses and flood plains through application of appropriate land use measures.
- (3) To identify areas subject to inundation due to flood runoff.
- (4) To provide technical and policy information regarding flood hazards to developers, interested parties, and the general public.
- (5) To monitor and evaluate studies of the use of non-structural alternatives, including more compatible land use planning adjacent to watercourses, for flood control purposes.
- (6) To provide guidance during and after flood disaster and promote interagency assistance for persons affected.
- (7) To create design criteria which minimizes or mitigates impacts associated with crossing of flood plains by development.

5. Implementation Programs

a. Intergovernmental Coordination

- (1) Description: Cooperate with Riverside County as local projects are analyzed and prioritized by various agencies for budget and implementation purposes.
- (2) Action: Develop intergovernmental relations toward achieving flood protection goals and objectives.
- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: Public Works Department
- (6) Source of Funds: Various funding sources

b. Flood Zoning Districts

- (1) Description: Zoning districts providing special regulations for floodways or areas subject to inundation in a 100-year frequency storm.
- (2) Action: Review zoning districts.
- (3) New or Existing Program: New
- (4) Implementation Schedule: March, 1994
- (5) Responsible Agency: Community Development Department
- (6) Source of Funds: General Fund

E. Dust/High Winds

1. Introduction

The prevailing winds in the Pass Area are primarily from the west in spring, summer and early fall. During summer thunderstorms, the wind will sometimes be from the southeast, and in the winter, winds are variable.

The severe westerly winds that blow through the far eastern portion of the Pass are a function of the marine air layer which develops over Coastal Southern California. When

this layer attains a thickness of over 3,000 feet (a condition associated with spring and early summer), it pours cool air through the San Geronio Pass and into the Coachella Valley, the velocity of this air movement being a function of the cross-sectional width of the channel containing the air. The spurs extending into the floor of the Pass from the San Jacinto Mountains constrict the flow of air and cause a corresponding rise in wind velocity. A 40-mph westerly wind at Cabazon becomes, at times, a 100-mph wind at Windy Point. It is interesting to note that the Santa Ana wind, an easterly air flow which is often felt with considerable force at Beaumont, is negligible at White Water. Conversely, the violent westerlies at White Water are often only mild breezes at Beaumont.

The large number of trees and windbreaks in developed portions of Beaumont greatly reduce the adverse impacts of wind. However, potentially hazardous conditions exist in open, sparsely developed areas. Such hazards can be placed in three major categories: 1) damage directly from the wind (e.g., falling trees or limbs, damaged power lines and roofs), 2) blowing sand and dust, and 3) soil erosion. The latter two factors are most likely to be significant during a change from open space or agricultural to other land uses, as well as when agricultural land is exposed down to bare soil. At such times, plowing or grading operations, if not properly controlled, expose soils and create wind erosion hazards.

2. Policies

Any major proposed development peripheral to developed portions of the community should consider hazardous wind conditions. Methods for reducing adverse wind impacts include the following:

- a. Clearing only that acreage which is absolutely necessary during windy periods.
- b. Maintaining a sprinkler irrigation system capable of being operated 24 hours per day if the need arises.
- c. Use of vegetation cover for unused land until final construction begins.
- d. Use of soil trackifiers.
- e. Use of soil stabilization mulches.
- f. Application of oil emulsions for control of blowing dust during construction.

F. Crime Prevention

1. Introduction

Crime is usually thought to be caused by social problems in a community. Nevertheless, the physical environment can aid in the improvement or aggravation of the overall crime situation. The physical environment can reduce the opportunities for crimes to arise and promote a sense of security. Beaumont's small town atmosphere allows its citizens to have a general sense of what is happening in the community. However, since there is the potential for much growth in the City, careful planning for the purpose of crime prevention must play a crucial role.

Careful planning of the physical design of neighborhoods and individual buildings can strengthen and help retain a community's sense of security that is so often lost when heavy growth occurs.

The dissemination of information on standards for the security of businesses, residences and construction or jobs by the Beaumont Police and Riverside County Sheriff's Departments is also vital.

A Neighborhood Watch program can help retain and strengthen a community's sense of security. Both the Police Department and the citizens of the community participate in this program. Neighborhood Watch coalition groups can work together taking precautions and measures to deter crime and form a sense of security for Beaumont's community. These programs are essential for crime prevention in the rapidly growing city.

2. Objective

To maintain adequate levels of police patrol services through coordinated land use and facility planning efforts.

3. Policies

- a. To determine those areas of investigation where land use regulation can most effectively reduce incidence of crime.
- b. To provide coordination to all agencies to assist in the prevention of crime.
- c. To monitor and evaluate studies of crime prevention through land use and development standards to determine future regulations and programs.
- d. To encourage development of programs and practices which incorporate crime prevention methods, techniques and experience into the planning process.

- e. To coordinate land use proposal reviews with the Police Department to assure that police patrol services are adequately addressed.

4. Implementation Programs

a. Public Education/Information

- (1) Action: Support the safety awareness efforts of the Police Department and other agencies through public information and educational activities.
- (2) Discussion: This program is intended to increase the community's awareness of the need for crime prevention and provide educational assistance to residences and businesses.
- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agencies: (a) Police Department, and
(b) Community Development Department
- (6) Source of Funds: General Fund

b. Neighborhood Watch

- (1) Action: The Neighborhood Watch Program prescribes three actions:
 - (a) Citizens and their neighbors work in a program of mutual assistance.
 - (b) Encourage citizens/neighbors to participate in training in order to recognize and report suspicious activities in their neighborhoods.
 - (c) Encourage citizens to also implement crime prevention techniques such as home security, Operation Identification, etc.
- (2) Discussion: Neighborhood Watch is an organization involving citizens and neighbors within a community.
- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing

(5) Responsible Agency: Police Department

(6) Source of Funds: General Fund

G. Fire

1. Introduction

Fire hazards that are the most threatening to the Beaumont community are manmade or induced. They include, but are not limited to, fires started in brush adjacent to structures, and structures which, due to age, faulty electrical installation, building design and poor maintenance, are hazardous.

Wildfires pose a minor hazard in the open space and undeveloped portions of the Planning Area. The severity of potential wildfires is influenced by four factors: vegetation, climate, slope and how the fire was started. Most of the flat areas in the open spaces are grassland and are comprised of annual grasses, small shrubs and an abundance of Russian thistle. In the southern and western portions of the Planning Area, the vegetation is comprised of native chamise chaparral, California scrub oak, white sage and manzanita. Sparse vegetation of canyon and live oak can be found also. The grasslands, shrubs and chaparral in both the flat and hilly areas are considered to be highly flammable. However, since much of the Beaumont area consists of open space and flat areas containing sparse vegetation or used for agriculture, the potential for wildfires is significantly reduced.

The amount of wildland vegetation available is considered potential fuel for a fire and is defined as fuel load. Light fuels are flammable grasses and annual herbs; medium fuels are brush and shrubs less than six feet in height; and heavy fuels are heavier brush and timber over six feet high. Since the majority of the fuel loads in Beaumont are light fuels with some medium fuels in the southern and western portions of the Planning Area, the potential hazards of fire are moderate.

The majority of fires in Southern California occur when the marine air flow is displaced by the dry Santa Ana winds after long dry periods. Wind velocities can reach up to 100 miles per hour in exposed open space areas and relative humidity sometimes reaches zero. The westerly winds that blow with considerable force through the eastern portion of the San Geronio Pass can also contribute to fire hazards in Beaumont. However, since fuel loads are light and most of the open spaces are either used for agriculture or are sparsely vegetated, the severity and potential of fire hazards are not significant. Also, private weed abatement efforts have greatly reduced potential fire hazards.

Riverside County's Fire Department is primarily responsible for fire protection in Beaumont. In addition, the California Department of Forestry has a fire station in Beaumont. The County Fire Department does implement a number of programs to help

prevent fires such as building inspection, public education and awareness, and participation with the planning department in development review.

2. Goals, Objectives and Policies

- a. Goal: Provide a safe living environment ensuring adequate fire protection facilities and resources to prevent and minimize the loss of life and property from structural and wildland fire damages.
- b. Policies:
 - (1) To encourage periodic updating of fire hazard mapping and continue to analyze existing fire hazard data.
 - (2) To establish improved development standards for location of new construction, structural design, emergency vehicular access and detection hardware.
 - (3) To improve building code regulations to provide increased built-in fire protection.
 - (4) To continue to improve the minimum water system design requirements for fire protection in wildland and remote areas.
 - (5) To provide technical and policy information regarding structural and wildland fire hazards to developers, interested parties and the general public through all available media.
 - (6) To increase public awareness through educational programs which promote fire safe practices and fire prevention.
 - (7) To inform the public of fire department emergency services with special emphasis on prompt notification.
 - (8) To encourage improvement of fire defense systems in hazardous areas.
 - (9) To encourage the continued training of police officers and fire fighters in arson detection to expand capabilities of the agencies in their detection and investigation of incendiary fires.
 - (10) To plan for the lowest fire insurance rating based on fiscal considerations and physical limitations (e.g., topography, response time).

- (11) To improve emergency response times through the use of "pre-empt traffic signal control" system.
- (12) To promote increased volunteerism in the various fire protection fields (e.g., education, paid call fire fighters and support services).
- (13) To incorporate roof-top helicopter landing pads as a condition of approval in the planning of multi-story commercial and industrial centers as a means to improve medical, disaster and fire services.

3. Implementation Programs

a. Public Education/Information

- (1) Description: Conduct programs and provide information and assistance to promote public awareness concerning fire hazards and fire safe practices.
- (2) Action: Support the fire safety awareness efforts of the County Fire Department and other agencies through public information and educational activities.
- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: County Fire Department
- (6) Source of Funds: General Fund

b. Site Design Review

- (1) Description: The County Fire Department shall be referred for review all land use proposals, including subdivisions and site development permits for adequate site design and implementation.
- (2) Action: Review and impose conditions of approval of the appropriate project development level to assure that adequate site design fire safe construction materials and fire detection and protection devices are incorporated into the proposal in order to achieve maximum fire protection and to minimize extent of loss associated with fire incidence.

- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agencies: (a) County Fire Department, and
(b) Community Development Department
- (6) Source of Funds: General Fund

c. Comprehensive Fire Master Plan

- (1) Description: In compliance with National Fire Academy guidelines, prepare a comprehensive fire master plan which provides detailed information concerning future Fire Department needs, as well as information pertaining to current operation levels. The plan would contain information detailing population growth areas, future fire station sites, emergency response times statistics, available fire fighting water sources and supplies, fire personnel training and automation, and other fire service improvements which promote fire safety.
- (2) Action: Develop, as necessary, elements of a Comprehensive Fire Master Plan to address short-range and long-range fire safety measures.
- (3) New or Existing Program: New
- (4) Responsible Agencies: (a) County Fire Department, and
(b) Community Development Department
- (5) Source of Funds: General Fund

d. Hazardous Materials Disclosure Ordinance

- (1) Description: Enact a Hazardous Material Disclosure Ordinance requiring companies to disclose the hazardous materials they handle so that fire fighters will know what confronts them in the event of an emergency. Implementation of the ordinance will include maintenance of relevant data on a computer system.
- (2) Action: Adopt a disclosure ordinance.
- (3) New or Existing Program: New

- (4) Implementation Schedule: Adopt ordinance by March, 1994
- (5) Responsible Agency: (a) County Fire Department, and
(b) Community Development Department
- (6) Source of Funds: Fees paid by persons reporting the presence of hazardous materials. Fees are based upon the number and quantities of materials reported.

H. Hazardous Materials

1. Introduction

Hazardous materials, hazardous waste, infectious waste and radioactive materials can all pose a threat to human health and the environment. There are many chemicals that come from these wastes, some in common usage, whose harmful effects on human health and the environment have not been determined, and some that have been proven harmful. Exposure to these substances can be traced to the air, drinking water, food, drugs, cosmetics and the working environment.

Exposure to these hazardous chemicals can have a wide range of negative effects on human health. These effects which result from low and high exposures vary from rashes, burns and poisoning to cancer, lung diseases, genetic mutations and other illnesses.

Beaumont has three major areas of concern relating to hazardous chemicals. They are: copper sulfate settling ponds at what was previously Yates Industries, located south of the I-10 Freeway on 3rd Street and Pennsylvania, and the waste treatment facility associated with the poultry processing plant, located adjacent to the City sewage treatment plant.

2. General Policies

Provide or contract with the Riverside County Fire Department:

- a. To provide consultation, assistance and education to the public, industries, and other agencies regarding the applicable laws and regulations of hazardous materials (including underground storage tanks), hazardous waste, infectious waste, radioactive materials and nuclear materials.
- b. To respond to all emergency incidents to oversee and ensure that these incidents involving hazardous waste, infectious waste and radioactive materials are properly mitigated.

- c. To investigate all complaints involving hazardous waste, infectious waste and radioactive materials, and take enforcement action as needed.
- d. To inspect, evaluate and maintain an adequate surveillance of hazardous materials, hazardous waste, infectious waste and radioactive materials in order to ensure full compliance with the laws and regulations.
- e. To secure and maintain complete and accurate information on the identity, volume, location and management methods of all hazardous materials, hazardous waste, infectious waste and radioactive materials. This will aid in management planning and emergency response.
- f. To implement and administer all mandated laws, regulations and ordinances relating to hazardous materials, hazardous waste, infectious waste and radioactive materials.
- g. To create and/or support legislation which reduces the various levels of risk posed by hazardous materials, hazardous waste, infectious waste, and radioactive materials to the public and to industries and businesses.
- h. To provide training to designated personnel to keep them up to date regarding new equipment and technology, on the reduction of risks of hazardous materials (including those stored in underground storage tanks), hazardous waste, infectious waste and radioactive materials.
- i. To aid the City in the preparation of a City Emergency Plan, particularly sections addressing hazardous waste, infectious waste, radioactive materials and nuclear materials incidences. This will help to foster participation in countywide planning efforts.

3. Hazardous Materials

a. Policies

Conduct plan checks of all new and existing underground storage tank installations to assure compliance with construction and monitoring standards.

b. Implementation Programs

(1) Hazardous Material Disclosure Ordinance and AB 2185

- (a) Action: Adopt an ordinance.
- (b) Discussion: Adopt an ordinance relating to hazardous materials disclosure requiring that businesses using or handling a minimum of 500 pounds or 55 gallons of hazardous material must provide disclosure information to the Fire Department.
- (c) New or Existing Program: New
- (d) Implementation Schedule: Ongoing, upon adoption of ordinances
- (e) Responsible Agency: Fire Department
- (f) Source of Funds: Fees are paid by persons reporting the presence of hazardous materials. Fees are based upon the number and quantities of materials reported.

(2) Underground Storage Tank Program

- (a) Action: Adopt and implement an Underground Storage Tank Program in cooperation with County agencies.
- (b) Discussion: The purpose of an Underground Storage Tank (UST) Program is to protect public health and the environment from potential sources of contamination of the groundwater by regulating underground storage tanks containing hazardous materials.
- (c) New or Existing Program: New
- (d) Implementation Schedule: Ongoing
- (e) Responsible Agencies: (1) County agencies, and (2) Community Development Department
- (f) Source of Funds: Fees collected from the UST owners.

I. Hazardous Waste

1. Policies

- a. To support regional efforts as needed to plan for and facilitate the establishment of regional treatment facilities to manage the hazardous wastes which are generated within this city.
- b. To make available to the public and news media information on hazardous waste discharges likely to cause substantial injury to public health or safety.
- c. To implement the Tanner Process for Hazardous Waste Management planning.

2. Implementation Programs

a. Education/Information

- (1) Action: Initiate and support the efforts of the Fire Department and other agencies through public information and educational activities.
- (2) Discussion: This program is intended to increase the community's awareness of the need for proper disposal of hazardous waste and provide educational assistance to residences and businesses.
- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: Fire Department
- (6) Source of Funds: (a) General Fund; (b) Hazardous Waste Generator Fees

b. Household Hazardous Waste Collection Program

- (1) Action: Initiate and promote the efforts to organize collection of household toxic wastes on a regular basis.
- (2) Discussion: This effort is aimed at securing the proper disposal of household chemicals considered dangerous to the environment, particularly ground water supplies.

- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: Fire Department
- (6) Source of Funds: User fees

c. **Hazardous Waste Program**

- (1) Action: Adopt and implement a Waste Management Program, including a Hazardous Waste Generator Program, Emergency Response Program and Underground Storage Tank (UST) Program.
- (2) New or Existing: Existing
- (3) Implementation Schedule: Ongoing
- (4) Responsible Agency: Fire Department
- (5) Source of Funds: Fees collected from the generators of hazardous waste.

d. **Proposition 65 Compliance Program**

- (1) Action: Implement a Proposition 65 Compliance Program.
- (2) Discussion: This program is to inform the public of illegal or threatened illegal discharges of hazardous waste that are likely to cause substantial injury to public health or safety.
- (3) New or Existing: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: Community Development Department
- (6) Source of Funds: Fees collected from the generators of hazardous waste and by fees collected from the UST owners.

J. Infectious Wastes

1. Policies

- a. To require disposal programs for facilities storing, handling or generating infectious wastes.
- b. To require facilities generating wastes to educate/train employees in proper disposal.

2. Implementation Program

- a. Action: Adopt and implement an Infectious Waste Program or ordinance.
- b. Discussion: The purpose of the Infectious Waste Program or ordinance is to protect the public health by detecting and reducing the incidents of illegal storage and disposal of infectious waste.
- c. New or Existing: New
- d. Implementation Schedule: March 1994
- e. Responsible Agency: Community Development Department
- f. Source of Funds: Funded by fees collected from the generators of infectious wastes.

K. Radioactive Materials

1. Policies

- a. To require development of emergency evacuation procedures for areas immediately surrounding facilities storing, handling or processing radioactive material.
- b. Evaluate new equipment and technology used in the handling, storage, transport and disposal of radioactive materials.

2. Implementation Programs

- a. Action: Adopt and implement the Radioactive Materials Ordinance.

- b. Discussion: The purpose of the program is to protect public health and the environment from potential sources of contamination and exposure from radioactive materials. Maximization of protection is accomplished through inspection of radioactive materials users.
- c. New or Existing: New
- d. Implementation Schedule: Ongoing
- e. Responsible Agency: Community Development Department
- f. Source of Funds: Fund through contract with the state, which collects fees from the users of radioactive materials.

VII. PUBLIC SERVICES AND FACILITIES

A. Introduction

1. Overview

The Public Services and Facilities Element is one of seven elements of the City of Beaumont General Plan. It contains official City goals, objectives, policies and programs for the development of all public facilities necessary for the orderly growth of the City. To ensure internal consistency with other elements and correlation with Land Use Element, this element has the same planning horizon year. The Public Services and Facilities Element is divided into several Master Plans, each of which addresses a major public service or facility type.

2. Purpose

The Public Services and Facilities Element describes objectives and policies for planning, developing and maintaining, on a City-wide basis, a comprehensive public services system. This Element is a non-mandatory component of the General Plan. However, §65303 of the *Government Code* states that the General Plan may include any other elements which relate to the physical development of the City.

3. Relationship to Other Elements

One of the major objectives of the Public Services and Facilities Element is to achieve internal consistency among the other elements of the General Plan as required by state law. This Element provides the basis for making public services and facilities related decisions, but does not replace or supersede any of the other General Plan Elements. Instead, this Element complements the other elements by reflecting, incorporating, and implementing public service and facilities issues and recommendations into policies and programs.

4. Related Planning and Programming Agencies

There are a number of agencies whose plans and decisions affect the City of Beaumont's public service and facilities planning activities and decisions. Understanding which agencies are responsible for specific functions and their interrelationships is a complex task. There are federal agencies (Environmental Protection Agency, Corps of Engineers, Federal Highway Administration, Department of Transportation, Urban Mass Transportation Agency, Amtrak), state agencies (Air Resources Board, California Transportation Commission, State of California Department of Transportation - Caltrans, Public Utilities Commission, Local Agency Formation Commission), regional agencies (Regional Water

Quality Control Board, Southern California Association of Governments, Air Quality Management District), County agencies (Riverside County Transportation Commission, Riverside County Transportation Department), and adjoining cities. All of these agencies are directly involved in planning, programming and in some cases constructing public facilities.

5. Purpose and Intent

The purpose and intent of this section is to ensure that growth and development be based upon the City's and other agencies' abilities to provide adequate public service and facility systems.

a. Definitions

For the purposes of this component, the following terms shall have the following meanings:

- (1) "Comprehensive Phasing Plan" (CPP) shall mean an infrastructure improvement and financing plan which meets the level of service requirements in this plan.
- (2) "Critical Movement" shall mean any of the conflicting through or turning movements at an intersection which determine the allocation of green signal time.
- (3) "Development Phasing Plan" shall mean a plan which requires that building and grading permits shall be phased in a manner which assures implementation of required improvements in conjunction therewith.
- (4) "Growth Management Areas (GMAs)" shall mean areas established for planning purposes, and may be based on established Planning Area boundaries.
- (5) "Growth Management Plan" shall mean the Growth Management Plan Component of the General Plan, a permissive component of the General Plan adopted in accordance with *Government Code* §65303, et seq.
- (6) "Measurable Traffic" shall mean a traffic volume resulting in a 1% increase in any critical movement at an intersection.
- (7) All other terms shall be as defined in the Zoning Code.

b. Objectives

- (1) Development Phasing: Development shall be phased in a manner consistent with applicable Comprehensive Phasing Plans. Comprehensive Phasing Plans currently include Flood Control and Wastewater Management Plans. The City may from time to time adopt additional Management Plans.
- (2) Public Service Capacity: Development approvals shall be consistent with the availability of system capacity, and shall be phased with the extension of service to each development area.
- (3) Transportation: The circulation system shall be implemented in a manner which achieves the established Traffic Level of Service Policy.

c. Policies

- (1) Development Phasing: Development shall be phased in accordance with any applicable Comprehensive Phasing Plan (CPP).
- (2) Traffic Level of Service Policy: Within three years of the issuance of the first use and occupancy permit for a development project, or within five years of the issuance of a finished grading permit or building permit for said development project, whichever occurs first, all improvements to arterial highway facilities to which the project contributes measurable traffic shall be constructed to attain Level of Service (LOS) "D" at the intersections under the sole control of the City, except intersections where the existing LOS is worse than "D", which shall be known as "Deficient Intersections". Development Projects should be conditioned to maintain the existing LOS at these Deficient Intersections. Deficient Intersections improvements to LOS "D" or better shall be addressed in the City's Capital Improvement Program. The City should work cooperatively with the State, County, or other cities to maintain LOS "D" on intersections under their jurisdiction.
- (3) Traffic Improvement Programs: Comprehensive traffic improvement programs shall be established with Specific Plans to ensure that all new development provides necessary transportation facilities and intersection improvements as a condition of development approval. Participation in such programs shall be

on a prorata basis and be required of all development projects except where an increased level of participation exceeding these requirements is established through development agreements.

- (4) Public Facility Plans: Comprehensive public facility plans will be established for public services and facilities when required to program and finance public facilities. All specific plan and other major development projects shall participate in such plans on a pro-rata basis and as a condition of development approval except where an increased level of participation exceeding these requirements is established in development agreements.

d. Implementation Programs

- (1) Growth Management Areas (GMAs): The City shall establish GMAs for the purposes of implementing the development phasing plan allocations set forth below.
- (2) Comprehensive Facility Implementation Plans: The City shall require that all specific plans include a Comprehensive Facility Improvement Plan, incorporating Traffic Improvement Programs and Public Facility Plans for the financing of public services and facilities for each GMA in accordance with goals, objectives and policies of this element.
- (3) Flood Control: Facility Implementation Plans will either provide a drainage master plan for the GMA or incorporate the provisions of a drainage master plan for a larger area, including: a) the development of plans for each drainage area or sub-unit; b) an assessment of drainage design constraints or opportunities caused as a result of watershed area being under one owner or multiple owners; c) utilization of the Riverside County Master Plan; and d) a plan for financing necessary improvements.
- (4) Performance Monitoring Program: A Performance Monitoring Program shall be implemented through the Annual Monitoring Report and DMP process to provide an annual evaluation of compliance with development phasing allocations established pursuant to this component. In addition, the Performance Monitoring Program will provide an annual evaluation of the maintenance of service levels. In the event that the Performance Monitoring Program identifies one or more service level deficiencies, corrective measures shall be implemented by the City to address the identified deficiencies.

- (5) Public Facility Development Agreements: In the event the financing and construction measures are implemented through development agreements, said agreements shall be consistent with the Growth Management Plan and its implementing ordinances, plans and programs.
- (6) Additional Implementation Programs: Other implementing measures, as deemed necessary by the City to further the goals of this component, may be established.

6. Growth Management Program

a. Overall General Plan Quantified Growth Objective

The overall objective is that the General Plan will be entirely implemented for the current sphere of influence by the Year 2025, including:

- (1) A maximum population of 80,000 persons.
- (2) A maximum of 32,000 dwelling units.
- (3) A minimum of 30,000 and a maximum of 44,000 jobs coordinated with the income ranges of future residents.

b. Quantified Growth Objectives for GMAs

Exhibit 7 delineates the boundaries of each Growth Management Area (GMA) for purposes of implementation of the General Plan. The General Plan Quantified Growth Objectives are contained in Table 26.

This table allocates maximum levels of development to each GMA in units known as Equivalent Dwelling Units (EDUs). Each EDU requires a fixed unit of capacity as defined in the applicable management plan (e.g., a unit of traffic capacity equals 12 vehicle trips per day). EDUs are not necessarily limited to residential dwelling units. Each EDU may represent a unit of commercial, industrial, recreation or other use equal to the same public service capacity as is required for an equivalent standard dwelling unit (e.g., 12 vehicle trips per day). The Land Use Element map determines whether the EDU is allocated to residential or nonresidential use depending on the land plan for the GMA. All General Plan Elements, Master Plans, Management Plans, Comprehensive Phasing Plans for public facilities and Development Phasing Plans for specific plans and other major development plans shall be consistent with these allocations of future growth.



Legend

-  MIXED CHAPARRAL
-  ANNUAL/DISTURBED GRASSLAND
-  RIVERSIDIAN SAGE SCRUB
-  UNVEGETATED ALLUVIAL WASH/PONDS/POOLS
-  MULEFAT SCRUB
-  COAST LIVE OAK WOODLAND
-  COTTONWOOD WILLOW RIPARIAN WOODLAND
-  CHAPARRAL/SAGE SCRUB ECOTONE
-  ALLUVIAL FAN SCRUB

SHEET TWO

GROWTH MANAGEMENT AREAS

BOUNDARY - - - - -

SHEET TWO

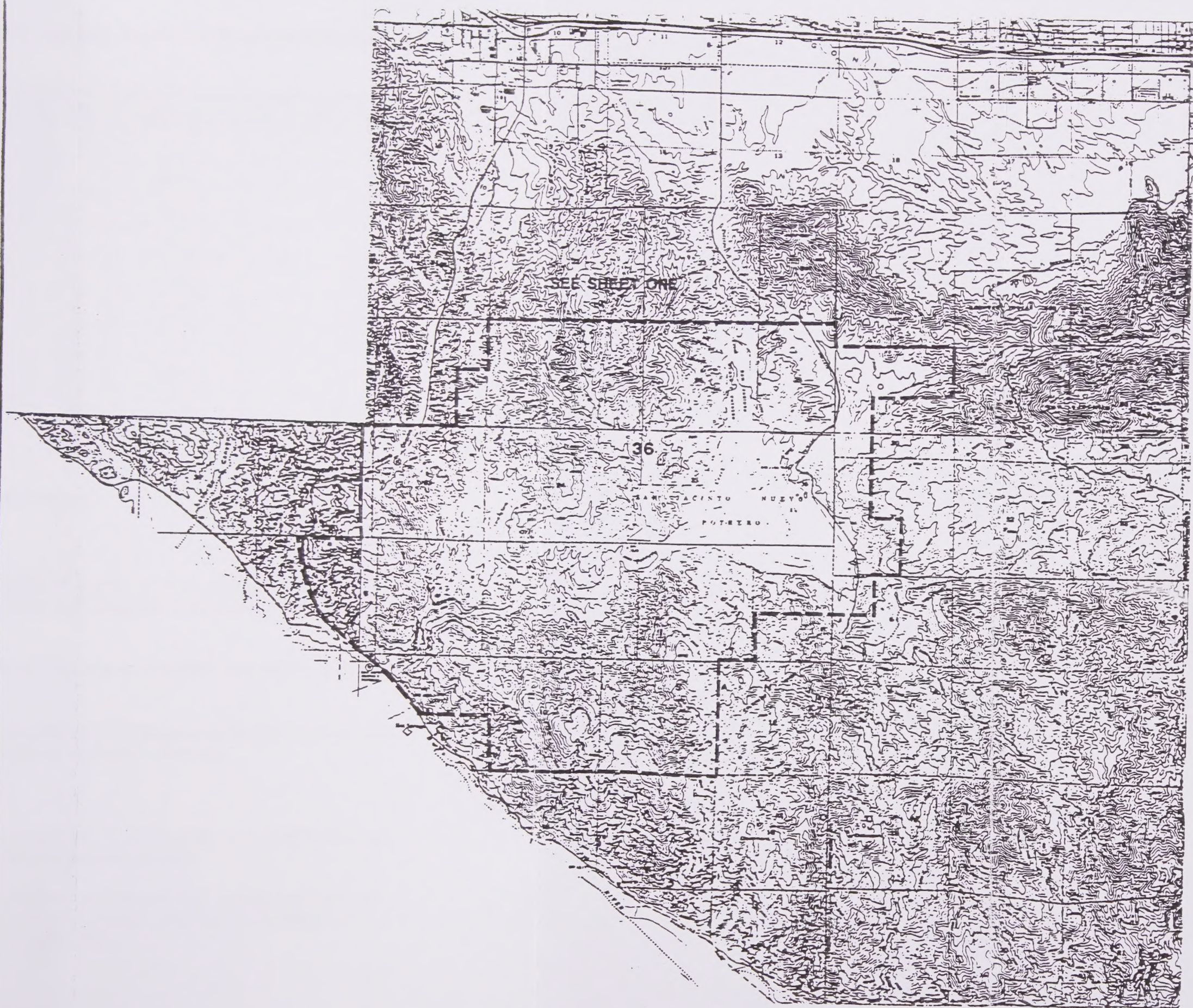


Table 26 - General Plan Quantified Growth Management Objectives - Maximum Equivalent Dwelling Unit Allocation for Each GMA

GMA#	EDU	GMA#	EDU	GMA#	EDU	GMA#	EDU
1	35	2	109	3	191	4	152
5	500	6	640	7	1,000	8	2,455
9	594	10	875	11	841	12	5,982
13	36	14	106	15	350	16	272
17	264	18	86	19	9,175	20	98
21	32	22	201	23	63	24	150
25	172	26	24	27	40	28	97
29	21	30	4,800	31	683	32	2,000
33	215	34	100	35	24	36	13,850

B. Overall Goals, Objectives and Policies

1. Goals and Objectives

- a. Goal: Provide a network of public services and facilities that are integrated, complementary and compatible with other land use and development goals.

Objective: To plan public services and facilities consistent with the General Plan.

- b. Goal: Encourage the funding and development of public services and facilities to meet the existing and future demand.

Objectives:

- (1) To achieve target service levels through the coordination of funding programs and planning efforts.
- (2) To develop adequate and dependable public services and facilities which support existing and future development as defined by the General Plan.

2. Policies

- a. **Phasing and Funding:** To implement public facilities in a manner that supports the implementation of the overall land use development policies and the needs of residents and is consistent with the funding capabilities of the City. Proponents of tentative tract or parcel maps shall provide ultimate, fair share infrastructure improvements for services as required by City and service provider plans in effect at the time of project implementation. The City and service providers shall provide facilities and services to meet existing and regional demands.
- b. **System Programming and Funding:** To make maximum use of available funding sources, including federal, state and local, as well as support necessary increases in such sources and require private participation in assessment/fee and other programs in order to implement necessary facilities.
- c. **Land Use Compatibility:** To coordinate facility planning in a manner compatible with surrounding land uses and to review planned land uses adjacent to facilities for their compatibility with facility operations.
- d. **Intergovernmental Coordination:** To encourage and support a cooperative effort among all agencies towards the implementation of necessary public facilities through intergovernmental activities.

3. Implementation Programs

a. Facilities Financing Program

- (1) **Action:** Develop a facilities funding and financing plans for public facilities as necessary to establish priorities for public facility needs, and the development of facilities, and review annually.
- (2) **Discussion:** The program is intended to integrate intermediate and long-term funding requirements and revenue sources for the construction, operation and maintenance of public facilities into a comprehensive program which will meet future needs in the most cost-effective and resource conserving manner.
- (3) **New or Existing Program:** New
- (4) **Implementation Schedule:** Ongoing

is capable of coordinating delivery through construction of necessary facilities.

The General Plan, Land Use Element, provides for the phasing of development consistent with the adequacy of public services and facilities. In the case of many facilities, the absolute necessity of certain services to development will ensure adequate incremental capacity.

Public service demand and facilities capacity information is requested with the submittal of Annual Monitoring Reports (AMRs) prepared by development proponents. This information is compared to facilities plans prepared by service agencies to monitor public service delivery and to help update small area demographic projections. When discrepancies are found between proposed development activity portrayed in the AMRs and service delivery planning documents, further information will be requested in subsequent AMRs, or, if necessary, in development processing documentation.

- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agencies: Community Development Department
- (6) Source of Funds: General Fund and fees for AMRs

d. General Plan Consistency Program

- (1) Action: (a) Continue review of public and private projects for consistency with the General Plan. The existing consistency review process will be updated in a Program Manual to reflect the Public Services and Facilities Element; and (b) Evaluate current implementation practices, including conditions of approval, as part of the Public Services and Facilities Element process.
- (2) Discussion: This program satisfies requirements that private and public projects be consistent with the local government's General Plan. All public works projects, development projects, discretionary permits, capital improvement plans and other private and public agency proposals are reviewed for consistency. The private project review will be conducted in accordance with the following guidelines:

Private Development Projects: Project consistency/ compliance with the PSF Element will be evaluated in the manner below:

(a) Flood Control Component

- Participation in AMR review process, if required.
- Standard conditions/mitigations for flood protection and the Flood Plain Zoning Regulations shall be applied.
- Participation in flood and drainage facility and financing programs.

(b) (Solid) Waste Management Component

- City will review and consider adoption of a recycling program.
- Projects will be encouraged to utilize waste recycling and reuse measures which extend the operating life of landfills.

(c) Water System Component

- Participation in AMR review process, if required.
- Standard conditions on water distribution systems and service commitments from water purveyors.

(d) Wastewater System Component

- Participation in AMR review process, if required.
- Standard conditions on wastewater disposal and service commitments from wastewater agencies.

(e) Transportation Component

- Participation in AMR review process, as required.
- Participation in assessment/fee programs to implement facilities.

- Provision of all necessary on-site facilities and responsibility for fair share of off-site facilities.

- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: Community Development Department
- (6) Source of Funds: General Fund and developer fees

e. **Intergovernmental Coordination and Public Participation**

- (1) Action: Intergovernmental and intragovernmental coordination will continue through increased cooperation and contact with federal, state, regional, and countywide agencies which impact or influence Public Services and Facilities Element implementation.
- (2) Discussion: This program facilitates both intra- and intergovernmental coordination and citizen participation in order to promote a greater understanding of the General Plan. Appropriate governmental agencies, organizations and citizens are provided an opportunity to review documents and provide input during the General Plan revision and amendment process. Appropriate agencies are also consulted and involved in many of the implementation programs defined in this document.
- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: Community Development Department
- (6) Source of Funds: General Fund

f. **Development Monitoring Program (DMP)**

- (1) Action: Establish an annual DMP Report Process which incorporates AMR information and other public facility and fiscal needs monitoring.
- (2) Discussion: This program would provide an annual report which documents ongoing and projected infrastructure system capacities and demands for various service providers. The

DMP report would also contain fiscal projections for appropriate special district and service department. Coupled with small area population and housing projections, the DMP is a tool for use in short-range and long-range facilities planning, budget planning, and in the land use decision making process. The DMP will be used as an early warning system to alert affected agencies to existing and future public service and facility imbalances.

- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agencies: (a) City Manager, and (b) Community Development Department
- (6) Source of Funds: Various sources

g. City/Special District Coordination

- (1) Action: Continue and expand cooperative public facility planning and implementation activities with special districts.
- (2) Discussion: Many public facility systems involve several special districts and/or local agencies. The increasing scarcity of fiscal resources and decreasing opportunities for facility siting and implementation support a more active, cooperative role among all public agencies towards public service goals.
- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: Community Development Department
- (6) Source of Funds: General Fund

C. Flood Control Component

1. Introduction

Stream courses in the San Geronio Pass area are normally dry except during and shortly after a storm. Major flood flows tend to flow to the west and east of the City's urbanized areas.

The City was a participant in a Federal Flood Insurance Study published in April 1978 and, as a result of this study, the City is covered under the flood insurance provisions of the Federal Insurance Administration (FIA). Exhibit 4 illustrates the location of 100-year and 500-year flood areas within the City. Those areas lying within the proposed Sphere of Influence and not shown on this exhibit are in Zone C, which includes areas of minimal flooding.

Beaumont's location at the top of the San Gorgonio Pass causes streams in and around the City to drain into three distinct drainage areas. The majority of the project area lies within the drainage area of San Timoteo Creek, which is formed by the confluence of Noble Creek and Little San Gorgonio Creek. San Timoteo Creek drains westward from San Gorgonio Pass into the Santa Ana River Basin. Two drainage areas lie west of the peak of the pass. Part of the area drains generally south into Portrero Creek, which traverses the Badlands to flow into the San Jacinto River, which also flows into the Santa Ana River Basin. The third drainage area drains east into Smith Creek, which descends the west side of San Gorgonio Pass into the Whitewater River, which then drains southeast through the Coachella Valley into the Salton Sea.

A local stream known as Cooper's Creek lies in the southwestern part of the City and flows westerly into San Timoteo Creek. In the past, this creek has been the recipient of discharged effluent from the City's wastewater treatment plant. Plans for the construction of a new wastewater treatment plant include treatment of wastewater effluent drainage into the basin to a tertiary, rather than secondary level.

The Master Plan of Drainage for the Beaumont Area (Zone 5), was prepared in July, 1983 by the Riverside County Flood Control and Water Conservation District. Because the City of Beaumont experiences occasional flooding, associated mostly with nuisance drainage problems, the purpose of this study was to investigate and analyze the drainage problems of the Beaumont area and to develop an economical drainage plan that considers flood protection for both existing and future development envisioned in the study area. This study encompassed approximately 34 square miles of incorporated and unincorporated land in and around the City of Beaumont. Generally, the Master Plan boundary is the community of Oak Glen to the north, Highland Springs Avenue to the east, Beaumont city limits to the south and Interstate 10 and Wildwood Canyon to the southwest and northwest respectively.

The scope of the study included:

1. Determination of the quantity and points of concentration of storm runoff in the area.
2. Preparation of a drainage boundary map.
3. Determination of the location, size and capacity of the proposed drainage structures.

- b. To protect and maintain the projected operating life of existing solid waste facilities through the coordination of land use and solid waste planning.

3. Policies

- a. County Solid Waste Management Plan: To support and implement the adopted County Solid Waste Management Plan to achieve waste management objectives.
- b. Solid Waste Recycling and Reuse: To promote the utilization of waste recycling and reuse measures which extend the operating life of existing solid waste facilities.

4. Implementation Programs

a. County Solid Waste Management Plan

- (1) Action: Participate in the County Solid Waste Management Plan (CoSWMP).
- (2) Discussion: All counties are required to develop and implement CoSWMPs in their respective jurisdictions. These plans assess current and future solid waste management issues. The plan also contains solutions and a course of action to respond to identified problem areas.
- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: City Public Works Department
- (6) Source of Funds: General Fund

b. Resource Conservation Programs

- (1) Action: Expand resource recovery programs as identified in the adopted Solid Waste Management Plan for Riverside County.
- (2) Discussion: The current era of limited resources has directed public attention towards resource conservation and resource recovery. These activities can help defer and avoid the need for additional solid waste facilities and provide energy savings and environmental benefits. Existing and planned activities

include: public information efforts, recycling and reuse programs and waste-to-energy projects.

- (3) New or Existing: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: City Engineering
- (6) Source of Funds: General Fund

E. Water System Component

1. Introduction

The City of Beaumont in the interest of maintaining orderly development of the lands within its boundaries and in its sphere of influence and to promote sound management and conservation of the area water resources, has determined that it is in the best interests of the citizens of Beaumont that the City provide water service to proposed developments, in addition to all other municipal services. Water services will include the provision of potable domestic water, reclaimed wastewater for landscape irrigation and other purposes, water for manufacturing and commercial uses and fire fighting, and the development and administration of a water resources management program which uses groundwater and surface water supplies conjunctively.

The level of service provided will be commensurate with industry standards and accepted engineering practice. Emphasis will be given to water conservation practices throughout the administration of the City's General Plan. Required fire flow rates were obtained from the Riverside County Fire Department, which is the responsible agency for providing fire fighting services. Domestic water demands were determined using the growth management component and historical information for the area. Planning for future growth is included.

The City of Beaumont is concerned about conserving and protecting the existing groundwater resources with an eye to long-range planning goals and preservation and development of resources for future consumers. To date, no agency in the San Geronio/San Timoteo area has taken the lead in conceiving and implementing a basin management plan. Numerous studies have been performed to estimate the safe yield of the groundwater basins, however, none has gone beyond quantifying the resources available for use.

The City has taken the lead to prepare a water service program. This program will include a general plan of services and a financing program. The proposed City Water Service area will be divided into pressure zones. Each zone has requirements for storage, well capacity, distribution, booster pumps and connections for imported water supplies. Storage volume

will be calculated using one day of maximum demand plus fire flow demand for two hours in each zone.

Water will be supplied to the area from two sources - groundwater via wells and imported water from the State Water Project through the San Geronio Pass Water Agency (SGPA).

Until the construction of the SGPWA regional facilities, the sole source of water for the area will be groundwater wells. The total production of all wells must equal the maximum day demand, assuming as a worst case scenario that the largest well is out of service.

Replenishment of the groundwater basin is a major goal of the Water Resources Management Plan. This will be accomplished through a system of spreading basins located in flood plain areas for maximum recharge. Additional recharge facilities such as injection wells may also be employed in the future.

Construction of improvements will be phased in each pressure zone based upon demand generated by development in that zone. The growth management component will be used as the basis of determining the demand for each zone.

Imported water from the State Water Project will be needed to supplement basin supplies in about the Year 2004. When this source is available, pumping from the groundwater basin can be reduced to take advantage of imported water. Imported water may be used to recharge the basin and reduce pumping costs.

2. Goal and Objectives

Goal: Establish a City Water Department to plan and develop a water conveyance and distribution system to meet future demand.

Objectives:

- a. Establish a City Water Department.
- b. To achieve desired water system service levels through the coordination of land use and water system planning.
- c. To implement state, regional and local facility plans for water delivery.
- d. To increase storage and delivery capacity for water supplies.

3. Policies

- a. System Capacity and Phasing: To ensure the adequacy of water system capacity and phasing, in consultation with the regional service

providing agency(ies), in order to serve existing and future development as defined by the General Plan.

- b. **Water Delivery System:** To support water facility planning and development efforts for water supplies conducted by local and regional water agencies.
- c. **Intergovernmental Coordination:** To actively encourage opportunities for increased coordination with the regional water agencies through cooperative water facility planning and implementation efforts.

4. Implementation Programs

a. Intergovernmental Coordination

- (1) **Action:** Continue and expand existing intergovernmental activities toward achieving water system goals and objectives.
- (2) **Discussion:** Coordination with regional water agencies serves to ensure effective communication and cooperation on water system capacity issues. Potential cooperative efforts include multi-purpose flood control/water storage capital projects and coordinated facility financing programs.

Ongoing coordination with the federal and state government on water facility planning and implementation programs is essential. This is particularly important at the state level, since physical improvements to water conveyance and storage facilities in northern and central California (e.g., Delta Transfer facilities) are critical. Such activities as legislative support and intergovernmental planning and management efforts can thus increase the dependability and adequacy of the delivery system.

- (3) **New or Existing Program:** New
- (4) **Implementation Schedule:** Ongoing
- (5) **Responsible Agency:** City Manager
- (6) **Source of Funds:** General Fund

b. Water Plan

- (1) **Action:** Prepare and maintain a Water Facilities Plan.

- (2) Discussion: Maintain a plan with the objective of ensuring to the maximum extent possible an adequate, dependable water supply for all planned uses. Included within the scope of this plan is an ongoing assessment of regional and local water facility needs.

The plan will identify water supply future under various supply scenarios, examine immediate and near-term water supply concerns and present measures to address these concerns, and study issues of long-term concern regarding water supply, including water system capacity. As part of this effort, regional and local water delivery system issues will be identified, and appropriate programs and actions will be implemented.

- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agencies: (a) City Manager, and (b) City Engineering Department
- (6) Source of Funds: General Fund

c. Growth Management Program - Water System

- (1) Action: Require Water Department concurrence with development proposals and expand annual review of developer-purveyor cooperative agreements and plans.
- (2) Discussion: Require will-serve memos from City Water Department or other purveyors prior to approval or extension of approval of tentative tract maps. This provides assurance that the purveyor is capable of coordinating delivery through construction of necessary facilities. However, these memos may be conditional upon funding or implementation actions of the project proponent. Project implementation phasing is dependent upon the status of facility planning and ongoing negotiations between the project proponents and the service agency.

Water demand and facilities capacity information will be requested with the submittal of Annual Monitoring Reports (AMRs) prepared by development proponents. This information will be compared to facilities plans prepared by service agencies to monitor public service delivery and to help update

small area demographic projections. Where discrepancies are found between proposed development activity portrayed in AMRs and service delivery planning documents, further information will be requested in subsequent AMRs or, if necessary, in development processing documentation.

- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: Community Development Department
- (6) Source of Funds: General Fund

F. Wastewater Component

1. Introduction

Beaumont's existing sewage treatment plant is both antiquated and presently operating at or near capacity. The plant uses a two-stage trickling filter process to treat wastewater. This treatment process is generally considered outdated. Modifications to the plant completed in 1982 increased its capacity to a nominal 0.86 million gallons per day (mgd) capacity. Beaumont's present population is already straining that capacity. As a rule of thumb, a million gallons a day of capacity generally serves a population of about 10,000 persons. The combination of an outmoded treatment process and ageing facilities, as well as certain physical constraints of the treatment plant site, made further increases in the capacity of the existing plant undesirable and infeasible. For this reason, the City adopted a Wastewater Management Program in January, 1990 which forms the basis of this component and is incorporated herein by reference.

The Management Plan consists of two construction phases. The plan is for ultimate construction of 6.0 mgd of additional capacity. For economy and efficiency of construction and operation, two phases of expansion of 3.0 mgd each were planned. The two phase proposal is relevant to treatment plant construction only. Trunk and interceptor collection systems will be constructed based on development demand in each part of the service area.

2. Goal and Objectives

Goal: Establish a City Wastewater Department to plan and develop a wastewater system to meet demand and attain water quality goals.

Objectives:

- a. Establish a City Wastewater Department.
- b. To maintain wastewater system service levels through the coordination of land use and wastewater system planning.
- c. To implement wastewater agency facility and water quality plans.

3. Policies

- a. **Water Quality:** To protect water quality in both delivery systems and groundwater basins through effective wastewater system management.
- b. **Intergovernmental Coordination:** To actively encourage opportunities for increased coordination with regional wastewater agencies through cooperative wastewater studies, planning and facility implementation efforts.
- c. **System Capacity and Phasing:** To ensure the adequacy of wastewater system capacity and phasing in order to serve existing and future development as defined by the General Plan.

4. Implementation Programs

The Wastewater System Component provides programs for wastewater treatment and collection activities in order to meet both existing and projected needs. These programs provide a framework for implementing wastewater system policies and recognizing ongoing activities.

a. Intergovernmental Coordination

- (1) **Action:** Continue and expand existing intergovernmental activities toward achieving wastewater system goals and objectives.
- (2) **Discussion:** Increased coordination with wastewater agencies to ensure effective communication and cooperation on wastewater issues.
- (3) **New or Existing Program:** New
- (4) **Implementation Schedule:** Ongoing
- (5) **Responsible Agency:** City Engineer
- (6) **Source of Funds:** General Fund

b. Wastewater Plan

- (1) Action: Prepare and maintain a Wastewater Plan.
- (2) Discussion: This plan ensures, to the extent possible, adequate and dependable wastewater capacities for planned land uses.
- (3) New or Existing Program: Existing Plan
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agencies: (a) City Manager, and (b) City Engineer
- (6) Source of Funds: General Fund, CFD

G. Transportation Component

1. Introduction

Both "Dial-a-Ride" and the Riverside Transit Agency operate within the populated portions of the City. Dial-a-Ride currently operates five vehicles transporting eight or more passengers per hour. Ridership consists of low income, retired, handicapped and elderly individuals who cannot drive.

The California Department of Transportation (Caltrans) constructs, operates and maintains the I-10 and SR 60 freeways.

The Riverside County Transportation Commission prepares plans and programs for countywide highway and transit facilities.

The City of Beaumont constructs, operates and maintains City highways and public streets.

2. Goals and Objectives

- a. Goal: Develop an integrated transportation system consisting of a blend of transportation modes capable of meeting the need to move people and goods by private and public means with maximum efficiency, convenience, economy, safety and comfort; and a system that is consistent with other goals and values of the City and the region.

Objectives:

- (1) To achieve a safe, balanced and coordinated transportation system which allows for efficient, comfortable and convenient travel through and within the City and the region, by a combination of transportation modes.
 - (2) To maintain Level of Service "D" at intersections throughout the City arterial highway system.
- b. Goal: Encourage the funding and development of a transportation system to meet future travel demand.

Objective: To achieve target transportation system service levels through the land development process, public and private funding programs and transportation system management.

3. Policies

- a. **Phasing and Financing:** To implement the arterial highway system in a manner that supports the implementation of the overall land use development policies and the transportation needs of residents, and is consistent with the funding capabilities of the City and its land use policies.
- b. **System Programming and Funding:** To make maximum use of available funding sources, including federal, state and local, as well as support increases in such sources, and require private participation in assessment/fee and other programs to implement necessary facilities.
- c. **Transportation System Management:** To develop, implement and support transportation system management techniques and programs, and other capital improvements to the arterial highway system which would provide additional traffic capacity, efficiency and safety, promote maximum utilization of the existing system and reduce peak period traffic congestion.
- d. **Land Use Coordination:** To provide an arterial highway system which is consistent and coordinated with the existing and adopted land use policies.

4. Implementation Programs

a. Intergovernmental Coordination

- (1) Action: Continue and expand intergovernmental efforts towards achieving transportation system goals.
- (2) Discussion: The City currently cooperates with various levels of government including the federal, state, regional and countywide agencies in order to assure consistency among agency plans. Continued and expanded cooperation will be essential for a coordinated effort in achieving transportation goals, particularly the coordination of funding, needs assessment, development phasing and facilities management opportunities. Interaction will be necessary to discuss issues such as standard levels of service, fee programs and standard levels of maintenance.

In addition, future growth will make inter-City relations necessary as population and employment growth continues and population and housing in surrounding areas increase.

- (3) Existing or New Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agencies: (a) City Engineer; (b) affected cities and County; (c) Riverside County Transportation Commission; (d) Caltrans.
- (6) Source of Funds: (a) Road Fund; (b) various funding sources

b. Land Use Development Review

- (1) Action: Continue to review all land use proposals in order to evaluate the impact of the project on the arterial highway system and to assure that adequate transportation facilities will be available or programmed for construction with determined funding sources.
- (2) Discussion: The Land Use Element (LUE) of the General Plan sets forth phased development implementation policy to ensure that development coincides with the adequacy of public services and facilities. The Growth Management Program implements the phased development and land use/transporta-

tion integration policies of the LUE through a requirement that developers of major projects submit annual reports projecting deficiencies in infrastructure and stating mitigation measures. All major development proposals will be reviewed on the basis of the infrastructure analysis contained in their annual monitoring reports. Projects which would create infrastructure imbalances or result in a deterioration of service will be modified or deferred until further information is presented to indicate that imbalances have or will be corrected.

- (3) Existing or New Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agencies: Community Development Department
- (6) Source of Funds: General Fund

c. Financing and Phasing Programs

- (1) Action: Continue to maximize use of available federal, state, local and private funding sources. Support efforts to increase existing funding sources (e.g., fuel tax) to reasonable levels and continue to formulate new funding mechanisms to implement necessary transportation facilities.
- (2) Discussion: The City is responsible for the construction and maintenance of all public streets and highways. The Road Program provides the funding mechanism through which public streets and highways can be planned, designed, constructed and maintained. It provides for right-of-way acquisition, major bridge design and construction through the Arterial Highway Financing Program (AHFP).
- (3) Existing or New Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: City Engineer
- (6) Source of Funds: Various funding sources

d. Transportation System Management

- (1) Action: Expand transportation system management efforts.

- (2) Discussion: Transportation System Management (TSM) efforts are appropriately concentrated on making the best use of the existing transportation system with only minor modifications. Construction activities under TSM are limited to enhancing what is already in place such as spot widening or minor completion projects.

A major part of TSM efforts are concentrated on traffic signal coordination. Coordinated signals save energy, reduce pollution and minimize delay to drivers. Coordination effectively increases roadway capacity by as much as 30%.

In general, TSM opportunities available include: inexpensive means of improving the system's person-carrying capacity through restriping or channelizing, improving signal coordination, and encouraging the use of high occupancy vehicles (car pooling, mass transit, etc.).

- (3) Existing or New Program: New
- (4) Implementation Schedule: Upon adoption of this Element
- (5) Responsible Agencies: City Engineer
- (6) Source of Funds: Various funding sources

H. Fire and Paramedic Component

1. Introduction

The Riverside County Fire Department, in conjunction with the California Department of Forestry (CDF), currently provides service to the City. The County Fire Department provides complete fire protection, including fire, public service and emergency medical aid response. The following four fire stations serve the project area:

Station No. 22

10055 Avenida Miravilla, Cherry Valley

2 - engines

1 - squad

Station No. 66

628 Maple Avenue, Beaumont

2 - engines

1 - squad

Station No. 20 (CDF)

1550 E. 6th Street, Beaumont

Only manned during fire season (May - December)

2 - engines

Station 21

906 Park Avenue, Calimesa

2 - engines

1 - squad

Proposed Station

South Beaumont Station

1 - engine

1 - squad

The County Fire Department also provides hazardous material abatement, disaster preparedness and future planning for development review. Paramedic service and transportation are provided by a private ambulance company.

The fire department uses the travel distance/response time standards and total engines assigned to determine the viability of individual projects based on the densities shown. Once a fire station is in place, the need for additional engines or staffing is according to the number of dwelling units served by the station.

2. Goals

- a. Provide a safe living environment ensuring adequate fire protection facilities and resources to prevent and minimize the loss of life and property from structural and wildland fire damages.
- b. Provide an adequate level of paramedic service for emergency medical aid to minimize trauma of injury or illness to patients.

3. Objectives

- a. To achieve desired level of fire protection and paramedic service through coordinated land use and facility planning.
- b. To develop comprehensive fire and paramedic facility planning to include phased capital improvements consistent with the General Plan.
- c. To establish implementation programs including alternative funding mechanisms to assure the availability of the phased facility requirements.

4. Policies

- a. Facility Siting: Fire/paramedic facilities shall be sited in central locations so as to assure efficient fire rescue and paramedic response for the service area. General criteria for site selection shall include:
 - (1) Call response time: For 80% of the service area, first fire engine to reach the emergency scene within 5 minutes and paramedic to reach the scene within 10 minutes.
 - (2) Land use compatibility: Where possible, stations shall be located in commercial or industrial, or open space zones in order to avoid the disturbance to residential areas.
 - (3) Street access: Stations shall be located on arterial highways with controlled traffic signalization.
- b. Phased Development: Require phased development whereby land use proposals shall display the ability to provide adequate fire and paramedic services prior to project development. The service provision shall include station site acquisition, construction, equipment and station staffing. The level of service shall be established in accordance with the criteria identified in the above policy.
- c. Site Design Criteria: Require all land use proposals to implement adequate site design so as to maximize fire protection and prevention in order to minimize potential damages. The site design criteria shall be established to reflect the levels of protection needed for projects in various fire hazard areas. Such criteria shall include consideration as to: structure type and density, emergency fire flow and fire hydrant distribution, street pattern and emergency fire access, fuel modification programs, automatic residential sprinkler systems, and other requirements as determined by the Fire Warden.

In accordance with the Insurance Services Office (ISO) suggested standards, ultimate fire protection rating of ISO 4 shall be maintained for all urban developments including Residential, Commercial, Employment and Public land use categories.

5. Implementation Programs

- a. Coordinated Land Use Development Review
 - (1) Action: In coordination with the Riverside County Fire Department, review all land use proposals prior to their

consideration to assure that adequate fire and paramedic facilities will be available or programmed for construction with determined funding sources.

- (2) Discussion: The Land Use Element of the General Plan sets forth a phased development implementation policy to ensure that development coincides with the adequacy of public services and facilities. The implementation of the policy is strengthened by the enactment of a growth management program (i.e., the Annual Monitoring Reports (AMRs) which are required to be prepared by development proponents. All major development proposals are reviewed on the basis of the infrastructure analysis contained in their Annual Monitoring Reports and recommended modifications or additional actions/requirements are offered as part of the Development Monitoring Program Report's annual update. The AMRs also provide a reference document for review of subsequent project approvals including subdivisions, area plans, site plans and use permits. Where discrepancies are found between proposed development activity portrayed in AMRs and service delivery planning documents, further information is requested in subsequent AMRs or, if necessary, in related development processing documentation.
- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agencies: (a) Community Development Department; (b) City Engineer; (c) Fire Department
- (6) Source of Funds: Developer fees.

b. Facility Fee Program

- (1) Action: (a) Require developer participation in funding new fire stations; (b) Implement a facility fee program as a method of developer participation in funding new fire stations.
- (2) New or Existing Program: New
- (3) Implementation Schedule: Ongoing
- (4) Responsible Agency: Community Development Department
- (5) Source of Funds: Developer fees.

- d. Responsible Agencies: (1) Community Development Department;
(b) Police Department
- e. Source of Funds: Developer fees

J. Recreation Facilities Component

1. Introduction

The City of Beaumont contains a wide range of recreational opportunities, both within the City and in the nearby areas. Beaumont is also in relatively close proximity to both mountain and desert recreational facilities.

The City provides two public parks, the largest, Stewart Park covering a four-block area in the central portion of Beaumont. Rangle Park is located in the southern portion of Beaumont.

On June 25, 1990, the Beaumont City Council approved a Parks, Open Space/City Beautification Concept Plan developed by the Planning Department. This plan includes existing and proposed school sites, mini-parks, neighborhood parks, community parks, golf courses, equestrian centers and community park/cultural centers. It also includes a comprehensive equestrian trail system around the entire city. This Plan is based on the recreational needs of existing and future residents of Beaumont utilizing population data from both approved and anticipated development projects. Table 27 compares the number of existing facilities to proposed facilities and the total thereof.

Table 27 - Existing and Proposed Recreation Facilities

	Existing	Proposed	Total
School Sites	3	8	11
Mini-Parks	1	3	4
Neighborhood Parks	0	8	8
Community Parks	2	4	6
Golf Courses	3	2	5
Equestrian Centers	0	3	3
Community Park/Cultural Center	0	3	3

2. Goals and Objectives

- a. Goal: To provide a recreation program to meet the recreation needs of existing and future residents.

Objective: To designate sites for recreation facilities to meet the local and community recreation needs of existing and future residents.

- b. Goal: To develop park sites with recreation facilities designed to respond to the diverse recreation interests of the citizens.

Objective: To establish an integrated recreation program that meets the diverse recreation interests of the citizens.

- c. Goal: To operate and maintain recreation facilities designed for the most effective use of each site at a minimum cost.

Objective: To implement cost effective recreation facilities and programs designed for the most effective use of each site.

3. Policies

a. Recreation Facility Acquisition and Development

- (1) Except for sites of historic, scientific, education, special resource or revenue-producing importance, community parks which are acquired prior to, or part of, the development process shall be approximately ten acres or more. Local parks shall be two acres or more.
- (2) Opportunities for recreation facility site dedications or purchase at less than fair market value shall be sought as part of the development process.
- (3) Capital improvements to accommodate high intensity activities such as, but not limited to, ball diamonds, soccer fields, tennis courts, basketball courts and racquetball/handball facilities may be provided in recreation facilities.
- (4) Sites/projects of historical or scientific interest shall be pursued as a historic/scientific recreation facility site only when determined and supported by testimony and evidence to be of importance to the cultural or scientific history.

- (5) Acquisition of lands for recreation facilities shall be authorized only when an accompanying statement of general direction as to the desired recreational and cultural uses, development, operation and maintenance is adopted to guide the planning and management of the property.
- (6) Undeveloped recreation facility lands which are not used for recreational purposes may be leased for alternative/interim use, provided:
 - (a) Site characteristics remain intact and undamaged;
 - (b) Use is compatible with the surrounding area;
 - (c) Term is equal to or less than period by which use of site for park is reasonably expected;
 - (d) Eventual recreation facility capability is retained;
 - (e) Lease is approved by the City Council; and
 - (f) Site improvements may be realized as a result of the interim lease.
- (7) The anticipated cost of a recreation facility project, including acquisition, development and maintenance, should be considered in the process of making an acquisition decision.
- (8) Recreation facility sites shall be located and designed to provide for accessibility by law enforcement and emergency vehicles.
- (9) Flood plains may be included as part of recreation facility sites, provided the manmade recreation improvements have been planned to accommodate the additional risk and will not obstruct the passage of a 100-year flood.
- (10) Emphasis shall be given to the provision of those activities that are deficient in the City.
- (11) Where significant historical, scientific or wildlife features are included within a facility site, provisions for their preservation which are reasonable and consistent with other environmental considerations shall be made during its development and operation.

- (12) The resource management and development policy for recreation facilities is as follows:
- (a) Urban Sites: Permits extensive hardscape and domestication to facilitate enjoyment of manmade attractions. Interpretive and active recreation programs permitted. Concessions are not permitted in local parks.
 - (b) Natural Sites: Permits moderate hardscape and domestication to facilitate enjoyment of natural attractions. Manmade theme attractions allowed in exceptional instances. Interpretive programs permitted. Concessions are not permitted.
 - (c) Wilderness Sites: Permits only restricted hardscape and domestication appropriate to provide access and enjoyment/observation of natural resources and processes. Interpretive programs permitted. Concessions are not permitted.
 - (d) Historic Sites: Permits sufficient hardscape and domestication to facilitate enjoyment and study of cultural resources. Permits only landscape and domestication that is consistent with the era of the historical attraction. Curatorial programs permitted. Concessions permitted.
- (13) Development planning of recreation facility sites shall identify fiscal constraints and shall meet needs and consider the needs of, and the impacts upon, the local community.
- (14) Promote and actively encourage land banking of major recreation sites.
- (15) Seek expansion of existing facilities where attractive opportunities exist.
- (16) Seek scenic public trail linkages throughout the parks network and with other public open space/recreation lands.

b. Operations and Maintenance Financing

- (1) Primary Policy: The park network should be operated with primary funding of operation and maintenance expense provided by the taxpayers.

- (2) Secondary Policy: User fees and fees for recreation programs and special events may be charged.
- (3) Financing may be augmented with funds generated by special events.

c. Operations and Maintenance Implementation

- (1) The operation and maintenance function shall be contracted to the private sector when analysis shows that a cost savings will result for the service desired.
- (2) The natural and manmade environment of facilities shall be protected from deterioration due to overuse.
- (3) Recreation programs and services may be provided by the following methods:
 - (a) City programs.
 - (b) Contracted recreation and leisure services programs.
 - (c) Recreation programs or activities may be undertaken by other governmental agencies by agreement.
 - (d) Unique one-day or short-term recreational events may be undertaken by other governmental agencies or private nonprofit organizations under permit or by agreement.
- (4) The City may provide, in cooperation with other agencies and volunteers, user education and exposure to the historical and natural science features of parks and historical sites through interpretive programs, exhibits, publications and activities.
- (5) The natural resources of recreation facilities shall be evaluated for their preservation and protection. Provision shall be made for periodic monitoring of resource management plans to ensure that natural areas are used appropriately.

d. Intergovernmental Coordination

Continue to participate and assist county, state and federal agencies in the planning, acquisition, development and management of their recreation facilities.

4. Implementation Programs

a. Acquisition Program

- (1) Negotiate the location, shape, size, timing, treatment, improvements, buffering and quality of title for fee recreation facilities dedications.
- (2) Direct the acceptance of recreation facilities offers of dedication. Fee dedications shall be irrevocable and are to be offered concurrent with the approval of the related private project or as soon thereafter as the offer can be prepared. The boundaries of such offers may be refined through the tentative tract map process.
- (3) Recreation facilities purchase opportunities may be aimed at acquiring entire recreation facility sites, but are largely aimed at acquiring in-holdings and adjacent land parcels to round out, expand and/or refine existing recreation facilities.
- (4) New or Existing Program: New
- (5) Implementation Schedule: Ongoing
- (6) Responsible Agency: Community Development Department
- (7) Source of Funds: (a) Local Park Trust Funds; (b) developer endowments; (c) gifts

b. Development Program

- (1) In the case of City installed improvements:
 - (a) Annually update a five-year Capital Projects Program, and/or
 - (b) Annually prepare an Open Space/Recreation Program Report.
 - (c) Coordinate Community Development Department and Public Works Department planning, design and construction of projects.
- (2) In the case of developer-provided improvements, the Community Development Department is the lead for negotiat-

ing necessary agreements with developers for the design and construction of recreation facility improvements and to secure bonding to guarantee their installation.

- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: Community Development Department
- (6) Source of Funds: General Fund

c. **Operation and Maintenance (O&M) Program**

- (1) Operate and maintain recreation facilities to protect the natural and manmade environment from deterioration due to overuse and normal wear and tear. Collect user fees and monitor concessionaire performance.
- (2) Annually update five-year Operation and Maintenance Financing Plan and revenue projections. Excess revenues above current O&M needs, and O&M gifts, will indicate ability to acquire and develop new recreation facilities and add improvements to existing facilities.
- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: Community Development Department
- (6) Source of Funds: General Fund

d. **Financing Program**

- (1) Annually prepare a five-year Capital Projects Program and the Operation and Maintenance Financing Plan.
- (2) Annually prepare an Open Space/Recreation Program Report.
- (3) Coordinate Public Works and Community Development Department efforts for acquisition, development, operation and maintenance of recreation facilities.
- (4) New or Existing Program: New

- (5) Implementation Schedule: Ongoing
- (6) Responsible Agency: Community Development Department
- (7) Source of Funds: General Fund

K. Local Park Component

1. Goals and Objectives

- a. Goal: Provide adequate local park sites to meet the recreation needs of existing and future residents and preserve natural resources.

Objective: Designate local park sites which provide recreation development potential for existing and future residents.

- b. Goal: Develop local park sites with recreation facilities designed to meet the active recreational needs and preserve natural resources of each community.

Objective: Develop local park sites to provide recreational facilities to meet the active recreational needs of each community.

- b. Goal: Generate sufficient financing to fund local park needs for park acquisition, development, operation and maintenance.

Objective: Secure revenues to finance local park needs (i.e., park acquisition, development, operation and maintenance).

2. Policies

- a. Local Park Acquisition, Development, Operations, Maintenance and Financing

- (1) To distribute, in the interest of public convenience and accessibility, local park lands throughout the City in an amount suitable to the provision of an optimum variety of facilities.

- (a) To acquire local park lands consistent with the recreation needs of the local user population.

- (b) To acquire park lands by requiring residential developers to provide a minimum of 5.0 net acres of usable local park land (i.e., park land that is relatively level,

served by utilities for multi-purpose playfields, court sports, etc.) for each prospective 1,000 residents. Credit banking shall be permitted when a developer provides the full requirement in acreage and also provides improvements.

- (c) To acquire, develop, maintain and operate neighborhood, community, view/lookout and special use local parks to meet the recreation needs of present and future residents within the unincorporated area.
 - (d) Developers may be required to improve local park sites as a condition of approval for General Plan amendments, Specific Plans or zone changes.
 - (e) To consider private parks, improvements and facilities toward the fulfillment of Local Park Code requirements.
- (2) To acquire local park lands to provide active recreation facilities to meet the needs of present and future residents through dedications, or irrevocable offers of dedication, in fee title from residential developers.
 - (3) To prepare Area Master Plans, where applicable, for local parks; and to plan, design and develop individual parks that are consistent with Master Plans and Local Park Guidelines.
 - (4) To provide funding for local parks primarily through property taxes.
 - (5) To establish a financing plan which:
 - (a) Proposes projects for future park site acquisition and development.
 - (b) Identifies the types of improvements to be made and the source of funds to be utilized for present and future operation and maintenance.

3. Implementation Programs

a. Acquisition Program

- (1) Public Local Parks: Offers of fee dedication for public local parks are accepted based upon financial capability of the

grantee to maintain and operate the parks. All offers of dedication are irrevocable and are made concurrent with recordation of final subdivision maps in compliance with conditions of approval for said subdivision maps or by separate recorded instrument. Offers of dedication are placed in a land bank inventory.

(2) Private Local Parks:

- (a) In the case of a private park for which more than 50% Local Park Code credit is granted, the City shall receive a private local park easement.
- (b) At least 75% of the Local Park Code requirement for a Planning Area shall be met by public parks, or in lieu fees, or a combination of both.

(3) New or Existing Program: New

(4) Implementation Schedule: Ongoing

(5) Responsible Agency: Community Development Department

(6) Source of Funds: Local Park Trust Fund

b. Land Bank Inventory

(1) Evaluate land bank inventory, considering:

- (a) The timing between acceptance of offers of dedication and the development of a local park;
- (b) The development of local parks for active and passive recreation;
- (c) A comparison of park development costs versus maintenance costs;
- (d) The update and prioritization of offers of dedication for acceptance;
- (e) Recommendations from homeowners' associations regarding park site selection.

(2) New or Existing Program: New

(4) Responsible Agency: Community Development Department

(5) Source of Funds: General Fund

e. Financing Program

(1) Action:

(a) Annually update a five-year Operation and Maintenance budget.

(b) Coordinate Public Works and Community Development Department planning for the acquisition, development, operation and maintenance of local parks and/or local park improvements.

(2) New or Existing Program: New

(3) Implementation Schedule: Ongoing

(4) Responsible Agency: Community Development Department

(5) Source of Funds: General Fund; Local Park Trust Fund

4. Local Park Implementation Plan Criteria: Private Parks, Facilities and Improvements

The following criteria shall be used by the Community Development Department to review applications for park implementation plans and park modifications. Further, they shall be used to determine the amount of Local Park Code credit that shall be established and be allocated upon approval of future park modification requests/amendments.

a. Criteria

(1) In order for private park acreage and facilities to receive a maximum of 100% park credit, they shall:

(a) Meet City Local Park Code acreage requirements (less acreage than requirements results in less credit); and

(b) Be improved (less than full improvements results in proportionately less credit);

4. Investigation of alternatives as a basis for selecting the most economically and sound engineering plan.
5. Preparation of preliminary plan and profile drawings and support cost estimates.

It was noted at the time the study was undertaken that discharge rates were determined on the basis of ultimate development assumptions from the then-current City of Beaumont and County of Riverside General Plans. As such, the alignment, location and sizing of facilities are general and are subject to more detailed analysis at the design stage.

The criteria utilized for this study was based on all underground storm drains proposed in the plan being able to collect local urban runoff and, with few exceptions, being located in either existing or assumed street rights of way. Runoff from a 10-year storm would be allowed to accumulate in the streets until it reaches the top of curb, whereby the plan initiates an underground drain which will intercept and convey the entire 10-year storm runoff to an outlet downstream. Flows exceeding the 10-year frequency storm would generally be carried within street rights of way. The combination of street and underground storm drain conveyance of water would provide a high level of protection.

The plan further proposed open channels when the discharge was large and the construction and right of way costs for a channel proved to be less than the cost of an underground storm drain. Where open channels are provided, they were designed to carry the runoff from a 100-year frequency storm.

Existing facilities in and around the City of Beaumont include:

Cherry Avenue - 8th Street Channel - This concrete lined trapezoidal channel, constructed in 1957, is improved from 8th Street to its current outlet at 6th Street. Approximately 1.4 square miles of drainage area is tributary to the channel.

Highland Springs Avenue Channel - This concrete lined trapezoidal channel extends northerly from Interstate 10 to the eastern prolongation of 16th Street.

Little San Gorgonio Creek Channel - This facility is a rectangular section "wire and rail" channel, which means that the vertical earthen walls are supported by wire mesh secured to lengths of steel rails placed vertically and anchored by steel cables. It is a soft bottom channel extending from Orchard Street south to its confluence with Noble Creek Channel below Cherry Valley Boulevard.

Little San Gorgonio Creek Spreading Grounds - This system of nine earthen basins serves to recharge the groundwater table for the Cherry Valley area. It also acts as a catch basin for a portion of the large amount of silt and debris generated by erosion.

Marshall Creek Channel - This also is a "wire and rail" channel, constructed in 1938. The channel extends approximately 2,000 feet upstream from its outlet at Bellflower Avenue into Marshall Canyon. A 100-year flow rate of approximately 1,200 cfs (cubic feet per second) is provided for at this reach.

Mountain View Channel - Constructed in 1965, this concrete lined trapezoidal channel extends from its confluence with Noble Creek, upstream to a point midway between Vineland Street and Cherry Valley Boulevard.

Noble Creek Channel - This is an ultimate design concrete lined trapezoidal channel which conveys flows from Noble Creek and Little San Geronio Creek through the Cherry Valley Area. Constructed in 1967, it is designed for a 100-year peak flow rate of 10,700 cfs (cubic feet per second).

Orchard Street Channel - Constructed in 1958 to intercept flows from Cherry Valley Creek, this concrete lined trapezoidal channel outlets at Nancy Avenue and provides a 100-year flow rate of 530 cfs (cubic feet per second).

Interstate 10 Drainage Improvements - Caltrans has constructed over 30 drainage facilities to convey flows across Interstate 10 within the boundaries of the Master Plan of Drainage study area. Upon implementation of the Master Plan, these facilities will, in aggregate, protect upstream properties from a storm of 10-year frequency or greater.

The following proposed channels, as well as the underground conveyance systems proposed, are shown on the Master Plan of Drainage maps.

Retention and Debris Basins - In an effort to reduce the overall cost of the Master Plan of Drainage improvements, three regional retention basins and a debris basin are also designed into the plan.

Retention basins allow runoff to be temporarily stored for approximately 36 hours and then released at a significantly lesser rate than it arrived, thus allowing for the construction of smaller, less costly facilities downstream. Each basin is sized to pass 100-year storm flows. The proposed basins are:

Stewart Park Retention Basin - Planned for construction within Stewart Park, on the corner of 10th Street and Maple Avenue in the City of Beaumont, this basin calls for a maximum of 3.3 feet of embankment along the southeastern park perimeter and would provide nearly 11 acre-feet of flood storage. A peak inflow rate of 230 cfs would be reduced to an outflow rate of 13 cfs.

Winesap Retention Basin - This proposed 9.3 acre, 10-foot deep basin would receive a 100-year peak inflow of 1,300 cfs and would have a peak outflow of only 250 cfs, enabling existing and proposed concomitant downstream facilities' construction costs

to be significantly reduced. Without the attenuation afforded by this basin, the capacity of the existing Cherry Avenue - 8th Street Channel and its crossing beneath Interstate 10 would be exceeded.

Mountain View Retention Basin - Planned for construction along Rancho Bonita Drive at the western projection of Tokay Street, this facility would accept a 100-year peak inflow rate of 1,330 cfs and reduce it to an outflow rate of 270 cfs. This facility is also needed to reduce the peak flow rate so that existing downstream facilities do not exceed their capacity. This five-acre basin would generate over 55 acre-feet of flood storage and would, by nature of its size and capacity, be under the jurisdiction of the California Department of Water Resources, Division of Safety of Dams.

Little San Geronio Creek Debris Basin - Planned to contain the large quantities of silt and debris associated with the Little San Geronio Creek watershed, this basin would store 206 acre feet of debris while passing a 100-year, 6-hour storm peak flow rate of 8,850 cfs over its spillway. Again, due to its size and capacity, it would be under the jurisdiction of the California Department of Water Resources, Division of Safety of Dams.

Those areas within the City's proposed Sphere of Influence, yet outside the study area of the Master Plan of Drainage will experience increased runoff as development occurs. Without site specific studies and resultant drainage improvements, it is possible that flooding could occur which would cause property damage and/or a threat to human safety.

2. Goal and Objective

Goal: Provide effective and efficient flood protection.

Objective: To implement flood control facilities which protect existing and proposed development.

3. Policies

- a. System Phasing: To phase improvements to Flood Control District facilities consistent with funding capabilities: (1) to provide 100-year flood protection for residences and other non-floodproof structures; and (2) to complete links in the system that have not been provided by new development.
- b. Intergovernmental Coordination: To encourage and enhance coordination between City, County agencies and the state/federal agencies for optimum flood prevention programs.
- c. Set aside flood control channel areas as Open Space to provide a buffer zone of safety and scenery.

4. Implementation Programs

a. Intergovernmental Coordination

- (1) Action: Continue to develop intergovernmental relations toward achieving flood protection goals and objectives.
- (2) Discussion: Cooperate with the Riverside County and other levels of government including federal, state and local agencies. For instance, local projects are analyzed and prioritized by various agencies for budget and implementation purposes requiring effective agency coordination. Continued and expanded cooperation among agencies will provide a coordinated effort toward achieving flood protection funding, phasing and implementation goals and objectives.
- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: Public Works Department
- (6) Source of Funds: General Fund

D. Waste Management Component

1. Introduction

Inland Disposal disposes of trash picked up in Beaumont at the Lambs Canyon Landfill. This landfill has enough capacity for the next 20 years, based on projected population growth. Further, it is anticipated that within ten years, over half of the trash going into the landfill will be converted through a recycling program. It is anticipated that no adverse impacts will be experienced.

2. Goal and Objectives

Goal: Provide for the systematic collection disposal and reuse of solid wastes in a manner which will protect the environment and ensure the continued management of wastes.

Objectives:

- a. To provide for efficient, environmentally sound disposal sites and the initial development of resource recovery programs by 1995.

c. Site Design Review

- (1) Action: The Fire Department shall review all land use proposals including subdivisions, site plans, and use permits for adequate site design and implementation.
- (2) Discussion: The Fire Department shall review and impose approval conditions on land use applications which are near implementation to assure that adequate site design is incorporated into the proposal in order to achieve maximum fire prevention and minimize extent of loss associated with fire incidence.

Developers shall be required to fulfill the conditions (by meeting the approval of the Fire Chief) prior to or concurrent with the issuance of various permits. These conditions usually involve one or more of the following: water system plan, water supply, fuel modification plan and program, emergency fire access and automatic fire extinguishing system. In private communities, adequate design of the controlled accessway is also required in order to allow entry of emergency fire equipment.

The importance of site design for fire retardation and prevention increases as more development is proposed in areas of high fire hazard in the foothills fire hazard areas are depicted in the Safety Element which provides goals and policies to guide land use development in such areas. Additional design standards relating to the use of fire retardant construction materials should be developed to reduce fire incidence and fire suppression costs.

- (3) New or Existing Program: New
- (4) Implementation Schedule: Ongoing
- (5) Responsible Agency: Fire Department
- (6) Source of Funds: Developer fees

I. Police Services

1. Introduction

Beaumont is served by the City of Beaumont Police Department and the Riverside County Sheriff's Department. However, once the Sphere of Influence properties are annexed into the City of Beaumont (prior to any development), all properties in the project area will be served by the City of Beaumont Police Department.

The City of Beaumont Police Department service facility is located at 660 Orange Avenue and occupies approximately 7,000 square feet of space with opportunity for expansion. The Beaumont Police Department currently has 15 sworn officers. The officer/citizen ratio is 1.6 per 1,000. The Department has 11 non-sworn personnel which includes a Community Service Officer and 9 reserve police officers.

2. Goal and Objective

- a. Goal: Assure that adequate police patrol service is provided to ensure a safe living and working environment.
- b. Objective: To maintain adequate levels of police patrol services through coordinated land use and facility planning effort.

3. Policies

Land Use Review: To continue to coordinate land use proposal reviews with the Police Department to assure that police patrol service shall be adequately addressed.

4. Implementation Programs

Coordinated Land Use Development Review

- a. Action: Community Development Department, in coordination with the Police Department, shall review all major land use proposals prior to project approvals to ensure that adequate police patrol is available and/or can be extended.
- b. New or Existing Program: New
- c. Implementation Schedule: Ongoing

- (c) Be maintained by the developer or his assigns (e.g., homeowners' association).
 - (d) Include an offer of a private local park easement, made to and accepted by the City or its successor (required when a private park receives more than 50% Local Park Code credit).
- (2) Private park acreage and facilities shall be developed in accordance with the Local Park Site Criteria.
- (3) Residential membership in a homeowners' association and payment towards private recreation facilities is mandatory.
- (4) Covenants, Conditions and Restrictions (CC&Rs) include procedures for operation and maintenance of private open space and recreation facilities, and provision for City Council to exercise full veto power over any proposal for dissolution or reduction in facilities, activities or maintenance.
- (5) The following uses may be considered for Local Park Code credit:
 - (a) Open turf areas (including but not limited to baseball and softball fields, soccer fields, football fields, field hockey, bowling greens).
 - (b) Pools (swimming and wading) large enough to accommodate water sports activities.
 - (c) Game courts (including but not limited to handball courts, tennis courts, badminton courts, paddle tennis courts, squash courts, volleyball courts).
 - (d) Jacuzzis and spas when connected and integral to a swimming pool facility.
 - (e) Swimming areas in lakes in conjunction with a shoreline beach area of equal size.
- (6) The following uses shall not be considered for Local Park Code credit:
 - (a) Golf courses.

- (b) Boating and fishing lakes.
- (c) Archery ranges.
- (d) Equestrian centers.
- (e) Saunas and hot tubs.
- (f) Community activity buildings.

5. **Local Park Guidelines: Site Characteristics, Acquisition, Design, Maintenance and Funding**

a. **Location**

- (1) Local park sites shall be distributed throughout the community, giving due regard for the availability of other recreational facilities in the area.
- (2) Local parks, to the extent practicable, shall be centrally located within the residential areas they serve.
- (3) Local park sites shall be located adjacent to an existing or proposed school site, whenever practicable, and in a manner enhancing the open space and recreational opportunities of the school grounds. The City may approve credit for up to two acres of local park compliance for elementary school facilities adjacent to local parks of five acres or more in size.
- (4) Where practicable, local park sites shall be located adjacent to existing or designated open spaces and on existing or designated trails. Trail rest stops shall be provided in local parks located on trail systems consistent with the trail system plans.
- (5) Local park sites shall be located so that hiking, bicycle and equestrian trails may provide linkages between local parks.
- (6) Local park sites shall not be located within high noise areas per the Noise Element, or air pollution impact areas hazardous to the health of the users.
- (7) Local park sites shall have potable water supply, electricity and sewage service available, as appropriate.

- (5) Regional park and regional open space areas may be used to meet developer acreage requirements for local parks when such facilities meet Local Park Design criteria.
- (6) An optimum variety of recreation facilities shall be provided to meet the specific needs of the user population.
- (7) Local parks shall be designed to provide facilities complementary with the recreation, educational and conservation opportunities in the area.
- (8) Improvement of local parks by developers, whenever required, shall be phased with the anticipated completion of one-half of the residential units to be constructed in the Planning Area; or may be phased in accordance with an approved park modification.
- (9) Community/homeowners' associations shall be invited to play an advisory role in the design and development of local parks, as appropriate.
- (10) Developers, interested property owners, and civic groups shall be encouraged to donate time, materials and funds toward the early implementation of local park development.
- (11) Local park sites shall be located and designed so that the development and maintenance may provide high visibility and accessibility for law enforcement efforts consistent with the basic recreation purposes of the facility.

c. Maintenance

- (1) Developers (their assigns or successors) shall maintain the local parks which they construct until such time as the parks are accepted.
- (2) Cooperative recreation and maintenance agreements may be pursued with school districts, developers, and/or homeowners' associations when local parks are adjacent to public schools and when such agreements maximize the recreation potential of both facilities.
- (3) Communities and other organizations (e.g., YMCA, school districts) have the opportunity for providing recreation programs at local parks.

d. Funding

- (1) Maintenance and operating costs are to be kept consistent with the City budget.
- (2) Cooperative maintenance agreements shall be arranged with other public agencies when economies can be achieved.
- (3) Local area beneficiaries shall assume the majority of the costs required to provide recreational facilities and programs.
- (4) Outside sources of funding, such as grants, to acquire and develop local parks shall be aggressively pursued.
- (5) Gifts of land and money for local park purposes shall be accepted provided they are consistent with stated policies.

6. Local Park Site Criteria

a. Site Criteria

- (1) Size: Minimum parcel size is normally two acres for economy of scale in maintenance costs.
- (2) Shape: Site must generally be consolidated parcels that are independently developable. However, in unusual circumstances, the City may approve linear configurations or oddly shaped parcels of land to accommodate trail connections or provide uniquely valuable open space additions and/or views to local park sites, as credit against Local Park Code requirements, by park implementation plan or park modification.
- (3) Slope: Active recreational pursuits, such as team field sports, game courts, and activity buildings require predominantly level (maximum 2% slope) land. Sloping land up to 20% may be acceptable where it has utility for picnicking or other passive recreation activities when it complements usable park area (maximum 2% slope) or when it appears consistent with uses proposed for a special purpose park site as provided below. All parks improved for active recreation purposes (i.e., ballfields, court sports, etc.) shall be graded to a maximum 2% slope within areas proposed for active recreational uses. Sites that are not required to be improved by the developer shall be rough graded to a maximum 2% unless a greater slope is approved by Director of Community Development.

- (4) Flood Plains: Up to one-half of the total Local Park Code acreage requirement may be met within flood plains, except no credit shall be granted for areas subject to 25 years flood inundation.

- (5) Outstanding Topographic Features and Natural Resources: In exceptional cases, land containing outstanding natural resources or scenic features with obvious potential for enjoyment by local residents or for recreation pursuits appropriate thereto may be considered for partial credit

Examples include park sites containing rare, unique and/or representative natural vegetation (e.g., riparian, oak woodland, and chaparral areas), unusual topography or peculiar geological formations, relatively significant archaeological, paleontological, and/or historical resources, and viewpoints. Recreational desires and/or needs of area residents, if known, together with potential opportunities identified in any approved master plans shall weigh heavily in determining suitability of such land.

- (6) Utilities: Utilities determined to be necessary to support the recreational facilities designated (i.e., water, sewer, gas, electricity, telephone, storm drains, etc.) shall be stubbed out to the park site.

- (7) Location Criteria:

- (a) Provide easy access to pedestrians, bicyclists and maintenance and public safety vehicles to the extent practicable.
- (b) Avoid separation of park from user population by major highways, railroads or obstacles.
- (c) Observe following criteria in determining maximum distance between site and service area population:

<u>Park Type</u>	<u>Service Distance</u>
Local (2 acres or less)	.25 mile
Neighborhood (2 to 5 acres)	.50 mile
Community (more than 5 acres)	3.0 miles
View Park	no requirement

- (d) Situate local park sites adjacent to or near public schools, greenbelts, open space corridors, or other community open space/recreation facilities to promote harmonious land use relationships, increasing neighborhood efficiency and amenity.
- (8) Private Recreation Facilities - Affordable Housing Communities: In projects with 100% affordable housing, the City may, upon receipt of Park Implementation Plan request, grant credit under Local Park Code for private recreation facilities where public access is not permitted subject to the following:
 - (a) Credit is not to exceed 100% of Local Park Code requirement regardless of amount of private recreation facilities provided. Valid facilities eligible for credit are: open turf areas, swimming pools and game courts. Excess area credits are not transferrable to other sites.
 - (b) Public Works Department is responsible for reviewing and approving plans and specifications, in accordance with plans and development schedule.
 - (c) Residential membership in a homeowners' association and payment towards private recreation facilities is mandatory.
 - (d) Covenants, Conditions and Restrictions (CC&Rs) include procedures for operation and maintenance of private open space and recreation facilities, and provision for City Council to exercise full veto power over any proposal for dissolution or reduction in facilities, activities or maintenance.
- (9) Private Recreation Facilities - Other Communities: Private park acreage and facilities shall be developed in accordance with the site criteria established herein.
- (10) Encumbrances: Fee title to the property shall be free and clear of liens, leases, easements, encumbrances and use restrictions, including any unrecorded encumbrances such as per-acre assessment fees against the land for the availability of roads, bridges, water and sewer services, except those approved by the Director of Community Development. Offers shall be in a form that can be accepted for transfer of fee title at any time.

Site shall be free and clear of surface and overhead utility line easements which contain design, maintenance or operation constraints or which may intensify public exposure to hazards at the recreation facility, or render site ineligible for federal or state recreational grant consideration.

b. Dedication and Acceptance

All offers of dedication shall be irrevocable and are to be offered to the designee no later than the recordation of the final subdivision map or by separate recorded instrument.

Irrevocable offers of dedication for all local park sites shall be made in perpetuity and shall be recorded and run with the land. Acceptance may occur at time offers are tendered or may be delayed until such time as fiscal considerations permit City to develop, operate and maintain park sites. Maintenance and other liabilities of local park sites offered but not yet accepted shall, in the meantime, rest with the developer or his assigns. The City, as a condition of approval of a subdivision, may require developer to develop a park site when such development was a condition of the associated general plan amendment, Specific Plan or zone change. Tract improvement plans will include details of park facilities.

L. Master Plan of Riding and Hiking Trails Component

1. Goal

The goal of this master plan is to provide a useful and efficient public riding and hiking trail system to meet the recreation needs and desires of the citizens of the entire City by:

- a. Emphasizing trail linkage opportunities between community, county and state open space and recreation facilities;
- b. Providing a comprehensive trail plan and design criteria; and
- c. Providing efficient acquisition, development, operation, maintenance and financing programs.

2. Objective

To implement and maintain a public regional and hiking trail system which meets the recreation needs and desires of the citizens of the entire City.

3. Policies

The Mater Plan of Riding and Hiking Trails shall be developed in accordance with the following policies:

a. Acquisition and Development

- (1) The dedication of right-of-way and construction of public riding and hiking trails shall be pursued as a condition of approval of development projects (i.e., irrevocable offers of recreation easements).
- (2) The anticipated cost of riding and hiking trails, including acquisition, development, maintenance, and operation shall be considered in the process of making acquisition decisions.
- (3) Riding and hiking trails shall be designed and constructed to afford access to law enforcement, emergency and maintenance vehicles.
- (4) Riding and hiking trails along natural watercourses or flood control channels shall, where feasible, be located outside the 25-year flood plain.
- (5) Development planning for riding and hiking trails shall identify fiscal constraints, meet needs and consider the desires of, and the impacts upon, the local community.
- (6) Land banking of right-of-way in the form of irrevocable offers of dedication for recreation easements for riding and hiking trail corridors shall be encouraged.
- (7) Expansion of existing trail facilities shall be sought where attractive opportunities exist.
- (8) Riding and hiking trail linkages shall be sought with county, state and federal recreation facilities and municipal and local trail systems.

b. Operation and Maintenance

- (1) Riding and hiking trails shall be operated and maintained by the City or the City and Riverside County.

- (2) Operation and maintenance may be handled by private contract when analysis shows that savings will result.
- (3) The natural and manmade environment of the trail system shall be protected from deterioration due to overuse.
- (4) The City, in cooperation with other agencies and volunteers, shall provide user education and exposure to the location and historical features of riding and hiking trails. This may be accomplished through interpretive programs, exhibits, publications and other activities.

4. Implementation Programs

a. Acquisition and Development Program

- (1) Identify riding and hiking trail opportunities on the basis of recreation need and fiscal impact.
- (2) Acquire and develop trail linkages through conditions of approval (e.g., irrevocable offers of recreation easements with improvements).
- (3) Develop trails in accordance with City design criteria.
- (4) Offers of dedication shall be placed in a land bank and reviewed annually by the City Council for acceptance, contingent upon financial capability to assume operation and maintenance.
- (5) New or Existing Program: New
- (6) Implementation Schedule: Ongoing
- (7) Responsible Agency: Community Development Department
- (8) Source of Funds: General Fund; County funds.

b. Operation and Maintenance (O&M) Program

- (1) Explore additional public and private funding sources necessary to operate and maintain the trail network.

- (2) Explore opportunities for cooperative agreements with other agencies and volunteers to operate and maintain the trail network.
- (3) In cooperation with other agencies, provide interpretive programs, exhibits, publications and activities.
- (4) New or Existing Program: New
- (5) Implementation Schedule: Ongoing
- (6) Responsible Agency: Community Development Department
- (7) Source of Funds: General Fund; County funds.

c. **Financing Program**

- (1) Annually update a 5-Year Capital Projects Program and the Operation and Maintenance Financing Plan.
- (2) Annually update a Parks and Recreation Program Report.
- (3) Coordinate Community Development Department and Public Works planning for the acquisition, development, operation and maintenance of riding and hiking trails.
- (4) New or Existing Program: New
- (5) Implementation Schedule: Ongoing
- (6) Responsible Agency: Community Development Department
- (7) Source of Funds: General Fund; County funds.

d. **Intergovernmental Coordination Program**

- (1) Solicit cooperation from county, state, federal and other agencies and landowners/developers in implementing the riding and hiking trail network.
- (2) New or Existing Program: New
- (3) Implementation Schedule: Ongoing

(4) Responsible Agency: Community Development Department

(5) Source of Funds: General Fund

5. Trail Dimension Criteria

- a. Trail Tread Width: 10-ft. minimum.
- b. Shy Distance (horizontal clearance): 2-ft. minimum; flat ground, upslope and downslope flatter than 4:1 slope. 4-ft. minimum; downslope steeper than 4:1 slope.
- c. Right-of-way: Minimum; trail tread width plus appropriate shy distances.
- d. Setbacks:
 - (1) 5-ft. minimum setback from ultimate curb face, edge of sidewalk or edge of paved or unpaved shoulder.
 - (2) 5-ft. minimum buffer separation from bikeway, sidewalk or other trails.
 - (3) 2-ft. minimum setback from retaining walls or fences.
- e. Vertical Clearance: 12-ft. minimum vertical clearance beneath structures or tree limbs.
- f. Trail Fencing: Should be provided where horses need to be firmly confined within the trail width for safety such as in parks, steep slope areas, bridges, golf courses and other potential hazard or high traffic and general public use areas.
- g. Proximity to Roadway: In combined trail systems, the bicycle trail should be located closest to the roadway.
- h. Trail Signs:
 - (1) Trail name signs should be placed at entry points and other points where trail identification is needed.
 - (2) Directional signs should be placed, as appropriate, to clarify trail destination and direction to trail users.
 - (3) Signs should offset from the trail edge a minimum of 2 feet.

- (4) Signs should identify hazard points, clearance requirements or safety precautions, as warranted.
- (5) Mileage signs may be located at trail heads.

i. Roadway Treatments:

- (1) Street signage to warn motorists of impending trail crossings should be located in advance of trail crossings.
- (2) Marking for trail crossings should consist of striping on the roadway surface and, where feasible, texturing (sandblasting) of the roadway surface.

j. Staging Areas:

- (1) Staging areas may vary in size depending on location, physical constraints and needs.
- (2) Where feasible, staging areas should be located within regional parks or be adjacent to arterial highways.
- (3) Surfacing with well-drained, non-cohesive soils is desirable, where feasible.
- (4) Staging areas should have the following provided:
 - (a) Identification signs.
 - (b) Marked parking stalls long enough for a car and horse trailer and laid out so that straight ahead entrance and exit is possible.
 - (c) Water for horses, where feasible.
 - (d) Water for riders and hikers, where feasible.
 - (e) Hitching posts.
 - (f) Picnic tables.
 - (g) Rest rooms, where feasible.

- (h) Shade.
- (i) Trash receptacles.
- k. Rest Areas: Rest areas for trail users shall be located within regional parks.

M. Schools Component

1. Goals

- a. Provide enriched school environments where students have opportunities to develop intellectual, academic, personal and social skills to become responsible and productive citizens.
- b. Ensure that all Beaumont residents -- existing and future -- have access to high-quality educational facilities which serve to facilitate and enhance learning and recreational opportunities.
- c. Through cooperative planning with the local school districts, provide opportunities for school facilities to serve and function as community assets and resources beyond their more traditional sense.

2. Objectives

- a. To provide the required school facilities through coordinated land use and facility planning. This includes the necessary coordination to ensure that all proposed school sites conform to the guidelines and requirements for site approval as administered through the California Department of Education.
- b. To develop comprehensive school facility planning to include phased capital improvements which are consistent with the General Plan.
- c. To establish implementation programs which identify the funding mechanisms necessary to assure the availability of the phased facility requirements.
- d. To establish a Joint Facilities Funding Coordination Committee with designated representation from the City and the school districts. This committee shall serve to coordinate the utilization of public finance mechanisms to ensure the appropriate construction sequencing of public improvements.

3. Policies

- a. The City will coordinate with the school districts to ensure that all routes for the transportation of hazardous materials will not impact upon existing or proposed school sites.
- b. The City, in cooperation with the school districts, will ensure that all school facilities are included within disaster preparedness plans.
- c. The City shall provide to the school district copies of all development proposals that may result in increased enrollments and/or adverse impacts upon school siting criteria.
- d. There shall be a proactive relationship between the City and the school district with regard to all development proposals as they potentially affect the ability of the district to provide quality school facilities and programs for students generated as a result of such developments.
- e. Recognize and support the school districts' impact mitigation policy to ensure the timely provision of adequate school facilities for all new development consistent with a cooperative agreement between the City and districts and the adoption of a City ordinance to implement the policy.
- f. The City, working with the school districts, will encourage the use of creative public financing techniques which facilitate the delivery of school facilities concurrent with their need.
- g. The City, when considering amendments to the Land Use and Circulation Elements of the General Plan, will give advance consideration to potential adverse impacts upon existing and proposed school sites and attempt to identify new school sites in locations which correspond to the school districts' master plan.

4. Implementation Programs

Coordinated Land Use Development Review

- a. Action: Community Development Department, in coordination with the local school districts, shall review all land uses proposals prior to project approvals to ensure that adequate school facilities exist to provide service to students generated as a result of the new development.
- b. New or Existing Program: New

- c. Implementation Program: Ongoing
- d. Responsible Agencies: Community Development Department, local school districts
- e. Source of Funds: School mitigation fees, state school facility funds, alternative local funding mechanisms (e.g., General Obligation Bonds, etc.)

Noise Element of the General Plan for the City of Beaumont

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CITY OF BEAUMONT NOISE ELEMENT

1.0 INTRODUCTION

1.1 OVERVIEW

1.1.1 Contents of Element

This Noise Element follows the recently revised State guidelines in the State Government code Section 653021(g) and Section 46050.1 of the Health and Safety Code. The Noise Element quantifies the community noise environment in terms of noise exposure contours for both near-term and long-term levels of growth and traffic activity. The information will become a guideline for the development of land use policies to achieve compatible land uses and provide baseline levels and noise source identification for local noise ordinance enforcement.

1.1.2 Key Issues

1. *Transportation Noise Control* - Within the City of Beaumont are a number of transportation related noise sources including two major highways, major arterials, collector roadways, and one railroad line. These sources are the major contributors of noise in Beaumont. Cost effective strategies to reduce their influence on the community noise environment are an essential part of the Noise Element.

2. *Community Noise Control for Non-Transportation Noise Sources* - Residential land uses and areas identified as noise sensitive must be protected from excessive noise from non-transportation sources including commercial and construction activities. These impacts are most effectively controlled through the adoption and application of a City Noise Ordinance.

3. *Noise and Land Use Planning Integration* - Information relative to the existing and future noise environment within Beaumont City should be integrated into future land use planning decisions. The Element presents the noise environment in order that the City may include noise impact considerations in development programs. Noise and land use compatibility guidelines are presented, as well as noise standards for new developments.

1.2 PURPOSE

The Noise Element of a General Plan is a comprehensive program for including noise control in the planning process. It is a tool for local planners to use in achieving and maintaining compatible land use with environmental noise levels. The Noise Element identifies noise sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing programs to ensure that City of Beaumont residents will be protected from excessive noise intrusion.

1.3 AUTHORIZATION

The State of California has mandated that each county and city prepare a Noise Element as part of its General Plan. Section 65302(g) of the California Government Code requires specifically:

"(g) A Noise Element shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

Highways and freeways.

Primary arterials and major local streets.

Passenger and freight on-line railroad operations and ground rapid transit systems.

Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.

Local industrial plants, including, but not limited to, railroad classification yards.

Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

Noise contours shall be shown for all of the sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (LDN). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive. The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise. The Noise Element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards."

The State Guidelines for Preparation and Content of Noise Elements of the General Plan indicate that the Noise Element should present the noise environment in terms of noise contours. For those areas identified as containing noise sensitive facilities, the noise environment is determined by monitoring.

2.0 EXISTING CONDITIONS/ISSUE ANALYSIS

2.1 DEFINITION OF NOISE

1. Noise Definitions Sound is technically described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the Decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dB higher than another is judged to be twice as loud; and 20 dB higher four times as loud; and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are shown in Exhibit 1.

Noise has been defined as unwanted sound and it is known to have several adverse effects on people. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. These criteria are based on such known impacts of noise on people as hearing loss, speech interference, sleep interference, physiological responses and annoyance. Each of these potential noise impacts on people are briefly discussed in the following narratives:

HEARING LOSS is not a concern in community noise problems of this type. The potential for noise induced hearing loss is more commonly associated with occupational noise exposures in heavy industry or very noisy work environments. Noise levels in neighborhoods, even in very noisy airport environs, are not sufficiently loud to cause hearing loss.

SPEECH INTERFERENCE is one of the primary concerns in environmental noise problems. Normal conversational speech is in the range of 60 to 65 dBA, and any noise in this range or louder may interfere with speech. There are specific methods of describing speech interference as a function of distance between speaker and listener and voice level. Exhibit 2 shows the relationship between noise levels and speech interference.

SLEEP INTERFERENCE is a major noise concern because sleep is the most noise sensitive human activity. Sleep disturbance studies have identified interior noise levels that have the potential to cause sleep disturbance. Note that sleep disturbance does not necessarily mean awakening from sleep, but can refer to altering the pattern and stages of sleep.

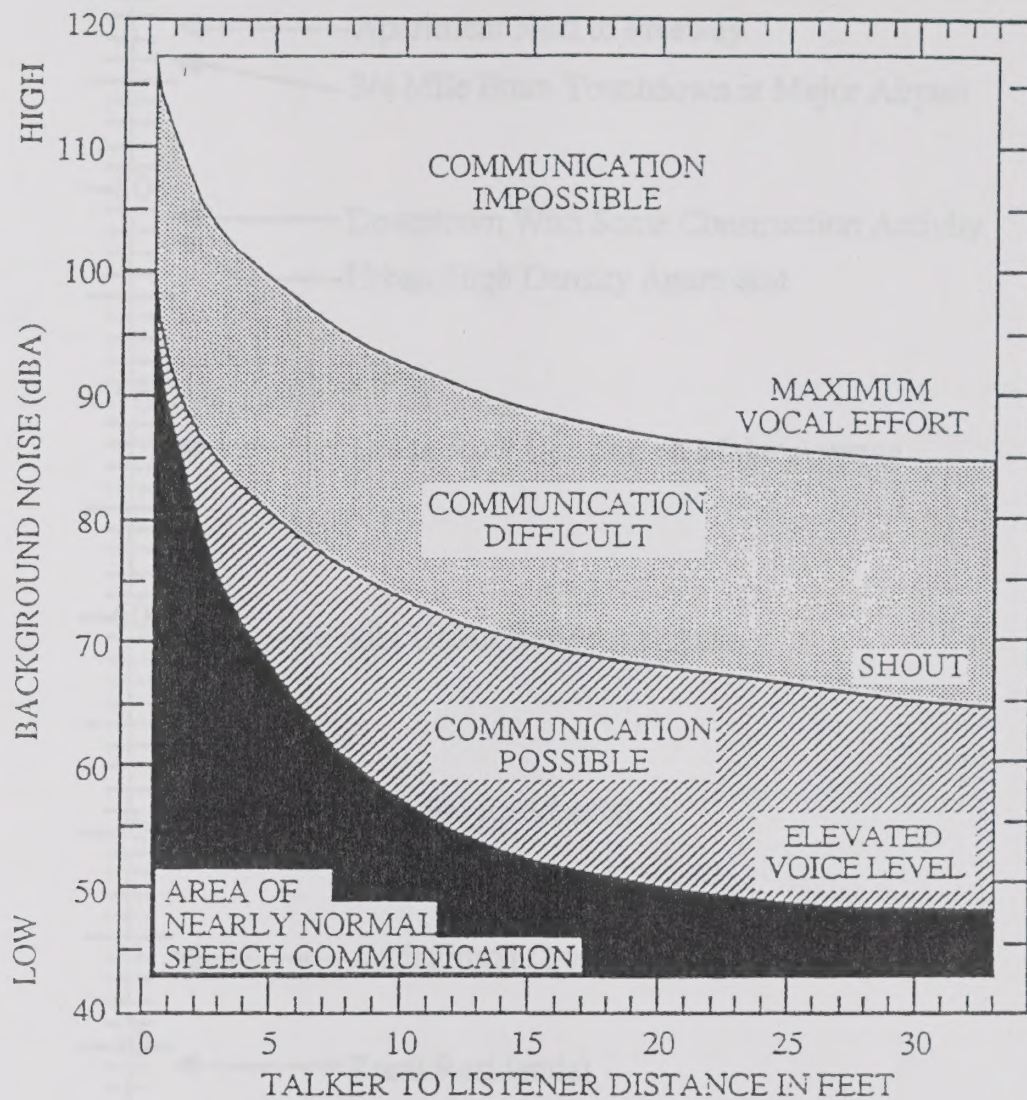
PHYSIOLOGICAL RESPONSES are those measurable effects of noise on people which are realized as changes in pulse rate, blood pressure, etc. While such effects can be induced and observed, the extent is not known to which these physiological responses cause harm or are signs of harm.

SOUND LEVELS AND LOUDNESS OF ILLUSTRATIVE NOISES IN INDOOR AND OUTDOOR ENVIRONMENTS

(A-Scale Weighted Sound Levels)

(A)	OVER-ALL LEVEL Sound Pressure Level Approx. 0.0002 Microbar	COMMUNITY (Outdoor)	HOME OR INDUSTRY	LOUDNESS Human Judgement of Different Sound Levels
100	UNCOMFORTABLY	Military Jet Aircraft Take-Off With After-burner From Aircraft Carrier @ 50 Ft. (130)	Oxygen Torch (121)	120 dB(A) 32 Times as Loud
110	LOUD	Turbo-Fan Aircraft @ Take Off Power @ 200 Ft. (90)	Riveting Machine (110) Rock-N-Roll Band (108-114)	110 dB(A) 16 Times as Loud
100	VERY	Jet Flyover @ 1000 Ft. (103) Boeing 707, DC-8 @ 6080 Ft. Before Landing (106) Bell J-2A Helicopter @ 100 Ft. (100)		100 dB(A) 8 Times as Loud
90	LOUD	Power Mower (96) Boeing 737, DC-9 @ 6080 Ft. Before Landing (97) Motorcycle @ 25 Ft. (90)	Newspaper Press (97)	90 dB(A) 4 Times as Loud
80		Car Wash @ 20 Ft. (89) Prop. Airplane Flyover @ 1000 Ft. (88) Diesel Truck, 40 MPH @ 50 Ft. (84) Diesel Train, 45 MPH @ 100 Ft. (83)	Food Blender (88) Milling Machine (85) Garbage Disposal (80)	80 dB(A) 2 Times as Loud
70	MODERATELY LOUD	High Urban Ambient Sound (80) Passenger Car, 65 MPH @ 25 Ft. (77) Freeway @ 50 Ft. From Pavement Edge, 10:00 AM (76 +/- 6)	Living Room Music (76) TV-Audio, Vacuum Cleaner	70 dB(A)
60		Air Conditioning Unit @ 100 Ft. (60)	Cash Register @ 10 Ft. (65-70) Electric Typewriter @ 10 Ft. (64) Dishwasher (Rinse) @ 10 Ft. (60) Conversation (60)	60 dB(A) 1/2 as Loud
50	QUIET	Large Transformers @ 100 Ft. (50)		50 dB(A) 1/4 as Loud
40		Bird Calls (44) Lower Limit Urban Ambient Sound (40)		40 dB(A) 1/8 as Loud
	JUST AUDIBLE	(dB(A) Scale Interrupted)		
10	THRESHOLD OF HEARING			

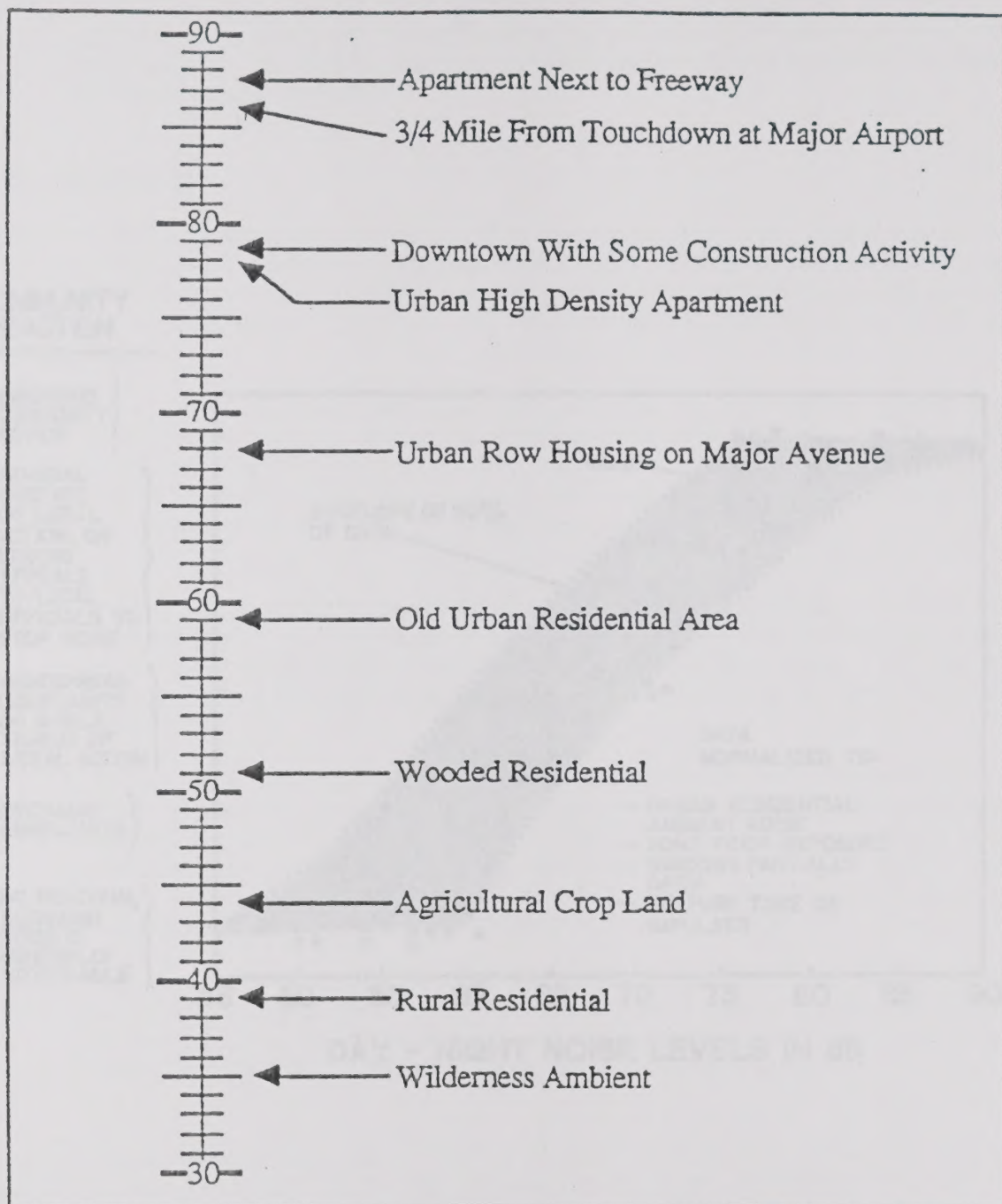
SOURCE: Reproduced from Melville C. Branch and R. Dale Beland, Outdoor Noise in the Metropolitan Environment
Published by the City of Los Angeles, 1970, p.2



SOURCE: Environmental Impact Analysis Handbook
John G. Rau and David C. Wooten, 1980

CNEL

Outdoor Location



COMMUNITY REACTION

VIGOROUS
COMMUNITY
ACTION

SEVERAL
THREATS
OF LEGAL
ACTION, OR
STRONG
APPEALS
TO LOCAL
OFFICIALS TO
STOP NOISE

WIDESPREAD
COMPLAINTS
OR SINGLE
THREAT OF
LEGAL ACTION

SPORADIC
COMPLAINTS

NO REACTION,
ALTHOUGH
NOISE IS
GENERALLY
NOTICEABLE

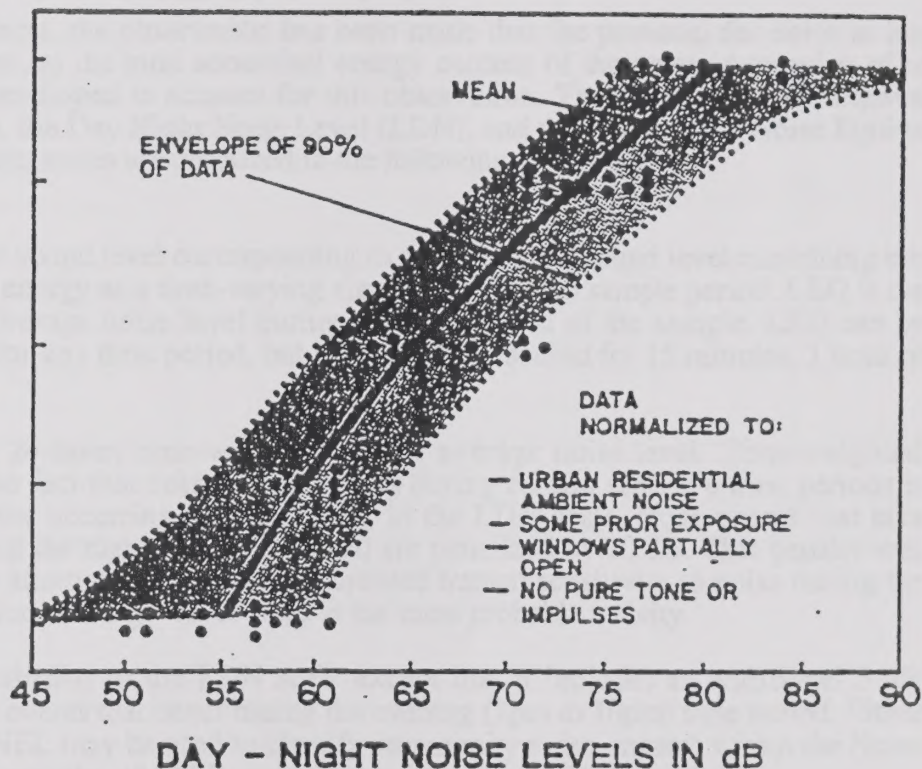


Exhibit 4

Community Reaction Surveys

ANNOYANCE is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person to person. What one person considers tolerable can be quite unbearable to another of equal hearing capability.

2.2.1 Standards

Community noise is generally not steady state and varies with time. Under conditions of fluctuating noise levels, some type of statistical metric is necessary in order to quantify noise exposure over a long period of time. Several rating scales have been developed for describing the effects of noise on people. They are designed to account for the above known effects of noise on people.

Based on these effects, the observation has been made that the potential for noise to impact people is dependent on the total acoustical energy content of the noise. A number of noise scales have been developed to account for this observation. These scales are the Equivalent Noise Level (LEQ), the Day Night Noise Level (LDN), and the Community Noise Equivalent Level (CNEL). These scales are described in the following paragraphs.

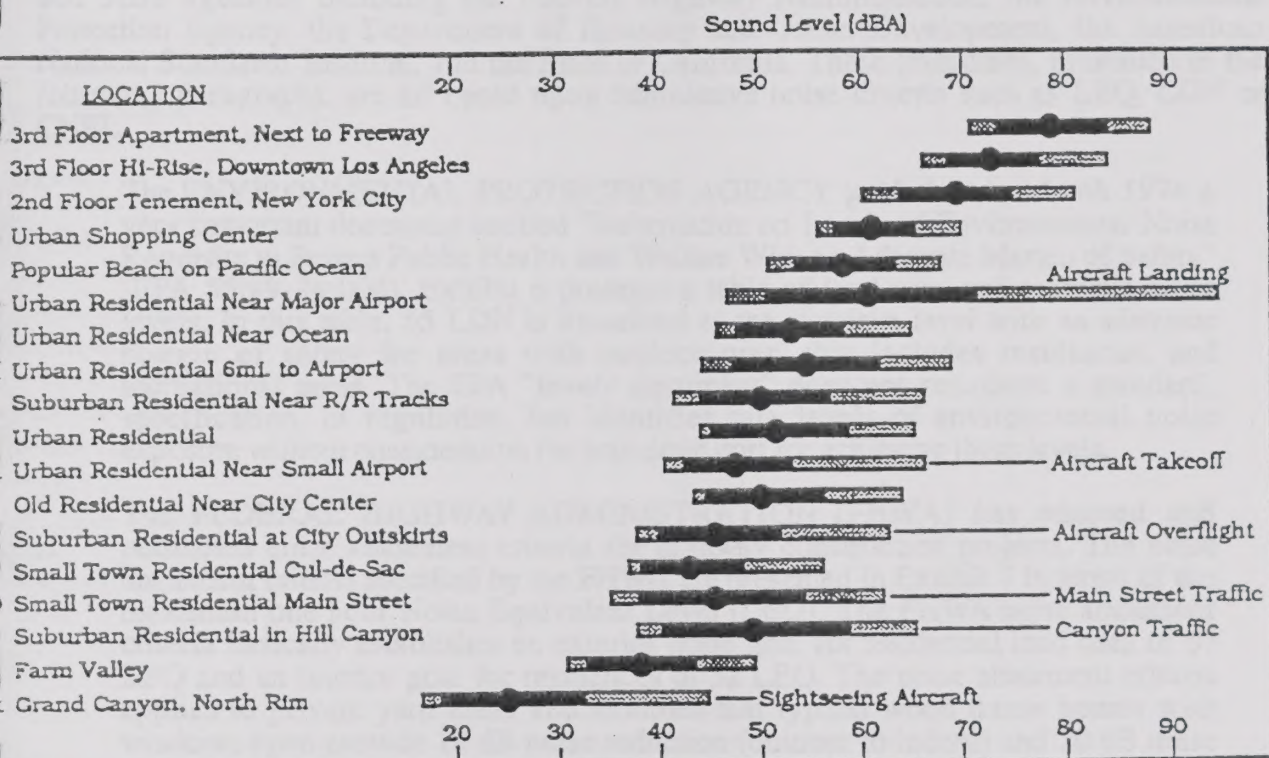
LEQ is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. LEQ is the "energy" average noise level during the time period of the sample. LEQ can be measured for any time period, but is typically measured for 15 minutes, 1 hour or 24 hours.

LDN is a 24-hour, time-weighted annual average noise level. Time-weighted refers to the fact that noise which occurs during certain sensitive time periods is penalized for occurring at these times. In the LDN scale, those events that take place during the night (10 pm to 7 am) are penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter period of a day, where sleep is the most probable activity.

CNEL is similar to the LDN scale except that it includes an additional 5 dB penalty for events that occur during the evening (7pm to 10pm) time period. Either LDN or CNEL may be used to identify community noise impacts within the Noise Element. Examples of CNEL noise levels are presented in Exhibit 3.

The public reaction to different noise levels varies from community to community. Extensive research has been conducted on human responses to exposure of different levels of noise. Exhibit 4 relates LDN noise levels (approximately equal to CNEL noise levels) to community response from some of these surveys. Community noise standards are derived from tradeoffs between community response surveys, such as this, and economic considerations for achieving these levels.

Intermittent or occasional noise such as those associated with stationary noise sources is not of sufficient volume to exceed community noise standards that are based on a time averaged scale such as the LDN scale. To account for intermittent noise, another method to characterize noise is the Percent Noise Level (L%). The Percent Noise Level is the level exceeded X% of the time during the measurement period. Examples of various noise environments in terms of the Percent Noise Levels are shown in Exhibit 5.



SOURCE: Community Noise, EPA, 1971

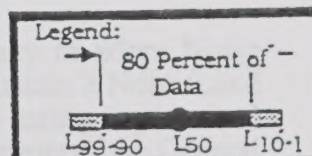


Exhibit 5

Daytime Outdoor Noise Levels

Noise Ordinances are typically specified in terms of the percent noise levels. Ordinances are designed to protect people from non-transportation related noise sources such as music, machinery and vehicular traffic on private property. Noise Ordinances do not apply to motor vehicle noise on public streets or other transportation related noise sources that are preempted by the State or Federal government.

Noise/Land Use Compatibility Guidelines The purpose of this section is to present information regarding the compatibility of various land uses with environmental noise. It is from these guidelines and standards, that the City of Beaumont Noise Criteria and Standards have been developed. Noise/Land use guidelines have been produced by a number of Federal and State agencies including the Federal Highway Administration, the Environmental Protection Agency, the Department of Housing and Urban Development, the American National Standards Institute, and the State of California. These guidelines, presented in the following paragraphs, are all based upon cumulative noise criteria such as LEQ, LDN or CNEL.

The ENVIRONMENTAL PROTECTION AGENCY published in March 1974 a very important document entitled "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety" (EPA 550/9-74-004). Exhibit 6 presents a table of land uses and requisite noise levels. In this table, 55 LDN is described as the requisite level with an adequate margin of safety for areas with outdoor uses, this includes residences, and recreational areas. The EPA "levels document" does not constitute a standard, specification, or regulation, but identifies safe levels of environmental noise exposure without consideration for economic cost for achieving these levels.

The FEDERAL HIGHWAY ADMINISTRATION (FHWA) has adopted and published noise abatement criteria for highway construction projects. The noise abatement criteria specified by the FHWA are presented in Exhibit 7 in terms of the maximum one hour Noise Equivalent Level (LEQ). The FHWA noise abatement criteria basically establishes an exterior noise goal for residential land uses of 67 LEQ and an interior goal for residences of 52 LEQ. The noise abatement criteria applies to private yard areas and assumes that typical wood frame homes with windows open provide 10 dB noise reduction (outdoor to indoor) and 20 dB noise reduction with windows closed.

The STATE OF CALIFORNIA requires each City and County to adopt Noise Elements of their General Plans. Such Noise Elements must contain a Noise/Land Use compatibility matrix. A recommended (but not mandatory) matrix is presented in the "Guidelines for the Preparation and Content of Noise Elements of the General Plan," (Office of Noise Control, California Department of Health, February 1976). Exhibit 8 presents this recommended matrix.

The CITY OF BEAUMONT 1982 General Plan contains specific guidelines for land use compatibility with community noise environments. These guidelines indicate acceptable and unacceptable noise levels for specific land uses. The County of Riverside 1984 Specific Plan also includes exterior and interior noise standards. These guidelines also indicate acceptable and unacceptable guidelines for specific land uses. The County defines residential exterior noise levels greater than 65 CNEL as "conditionally unacceptable". The County of Riverside has a residential exterior noise standard of 65 CNEL.

	Measure	Indoor Activity Interference	Hearing Loss Consideration	To Protect Against Both Effects (b)	Outdoor Activity Interference	Hearing Loss Consideration	To Protect Against Both Effects (b)
Residential with Outside Space and Farm Residences	Ldn Leq(24)	45 70		45	55 70		55
Residential with No Outside Space	Ldn Leq(24)	45 70		45			
Commercial	Leq(24)	(a)	70	70(c)	(a)	70	70(c)
Inside Transportation	Leq(24)	(a)	70	(a)			
Industrial	Leq(24)(d)	(a)	70	70(c)	(a)	70	70(c)
Hospitals	Ldn Leq(24)	45 70		45	55 70		55
Educational	Ldn Leq(24)	45 70		45	55 70		55
Recreational Areas	Leq(24)	(a)	70	70(c)	(a)	70	70(c)
Farm Land and General Unpopulated Land	Leq(24)				(a)	70	70(c)

Code:

- Since different types of activities appear to be associated with different levels, identification of a maximum level for activity interference may be difficult except in those circumstances where speech communication is a critical activity.
- Based on lowest level.
- Based only on hearing loss.
- An Leq(8) of 75 dB may be identified in these situations so long as the exposure over the remaining 16 hours p day is low enough to result in a negligible contribution to the 24-hour average, i.e., no greater than an Leq of 6 dB.

Note: Explanation of identified level for hearing loss: The exposure period which results in hearing loss at the identified level is a period of 40 years.

* Refers to energy rather than arithmetic averages.

SOURCE : EPA

ACTIVITY CATEGORY	DESIGN NOISE LEVEL - LEQ	DESCRIPTION OF ACTIVITY CATEGORY
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas and parks which are not included in category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Category A or B above.
D	-	For requirements of undeveloped lands see FHWA PPM 773.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Exhibit 7
FHWA Noise Abatement Criteria

Land Use Category	Community Noise Exposure Ldn or CNEL, dB					
	55	60	65	70	75	80
Residential - Low Density Single Family, Duplex, Mobile Homes	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Residential - Multiple Family	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Transient Lodging - Motels, Hotels	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches Hospitals, Nursing Homes	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheatres	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables Water Recreation, Cemeteries	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial and Residential	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Industrial, Manufacturing Utilities Agriculture	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Clearly Unacceptable

Interpretation

Normally Acceptable

Specified Land Use is Satisfactory, Based Upon the Assumption that Any Buildings Involved are of Normal Conventional Construction, Without Any Special Noise Insulation Requirements.

Conditionally Acceptable

New Construction or Development Should be Undertaken Only After a Detailed Analysis of the Noise Reduction Requirement is Made and Needed Noise Insulation Features Included in the Design. Conventional Construction, but with Closed Windows and Fresh Air Supply Systems or Air Conditioning, Will Normally Suffice.

Normally Unacceptable

New Construction or Development Should Generally be Discouraged. If New Construction or Development Does Proceed, a Detailed Analysis of the Noise Reduction Requirements Must be Made and Needed Noise Insulation Features Included in the Design.

Clearly Unacceptable

New Construction or Development Should Generally not be Undertaken.

Exhibit 8

California Land Use/Noise Guidelines

2.2.2 Methods of Measurement

The noise environment in Beaumont was assessed using a comprehensive noise measurement survey of existing noise sources and incorporating these results into computer noise models (it is, of course, impossible to measure future noise levels so we must rely on computer noise models for future noise estimates.) The noise environment is commonly presented graphically in terms of lines of equal noise levels, or contours. The following paragraphs detail the methodology used in the above.

Measurement Procedure. Sensitive receptor sites were selected for measurement of the existing noise environment in Beaumont. A review of noise complaints and identification of major noise sources in the community provided the initial base for development of the community noise survey. The measurement locations were selected on the basis of proximity to major noise sources and noise sensitivity of the land use. The fifteen measurement locations are depicted in Exhibit 9.

The Beaumont Noise Element measurement survey utilized the Brüel & Kjær 2231 automated digital noise data acquisition system for short-term (10 min.) LEQ readings. This instrument automatically calculates both the Equivalent Noise Level (LEQ) and Percent Noise Level (L%) for any specific time period. The noise monitor was equipped with a Brüel & Kjær 1/2 inch electret microphone and was calibrated with a Brüel & Kjær calibrator with calibrations traceable to the National Bureau of Standards. Calibration for the calibrators are certified through the duration of the measurements by Brüel & Kjær. This measurement system satisfies the ANSI (American National Standards Institute) Standards 1.4 for Type 1 precision noise measurement instrumentation.

Based upon the identification of the major noise sources and the location of sensitive receptors, a noise measurement survey was conducted. The function of the survey is threefold. The first is to determine the existing noise levels at noise sensitive land uses. The second function is to provide empirical data for the correlation and calibration of the computer noise modeled environment. A third important aspect of the survey is to obtain an accurate description of the ambient noise levels in various communities throughout the City. Ambient traffic noise measurements at each site were designed to provide a "snapshot" indication of the traffic noise at the measurement site. (The noise contours based on the CNEL noise scale are perhaps a better indicator of the traffic noise at a given location.) The ambient traffic noise measurements were also used to provide an indication as to the validity of the FHWA traffic noise model used for the CNEL noise projections.

Noise contours for all the major noise sources in Beaumont were developed based upon existing traffic conditions. These contours were determined from the traffic levels for these sources. The contours are expressed in terms of the Community Noise Equivalent Level (CNEL.) The existing conditions scenario is derived from Beaumont General Plan.

2.3 EXISTING ACOUSTIC ENVIRONMENT

This section contains a detailed description of the current noise environment within the City. This description of the noise environment includes an identification of noise sources and noise sensitive land uses, a community noise measurement survey, and noise contour maps.

To define the noise exposure, this section of the report first identifies the major sources of noise in the community. The roadway noise sources in Beaumont include: the I-10 and State Highway 60 and Route 79 (Beaumont Avenue.) Railroad noise sources include the Southern Pacific Railroad. To completely assess the noise environment in the City, noise sensitive

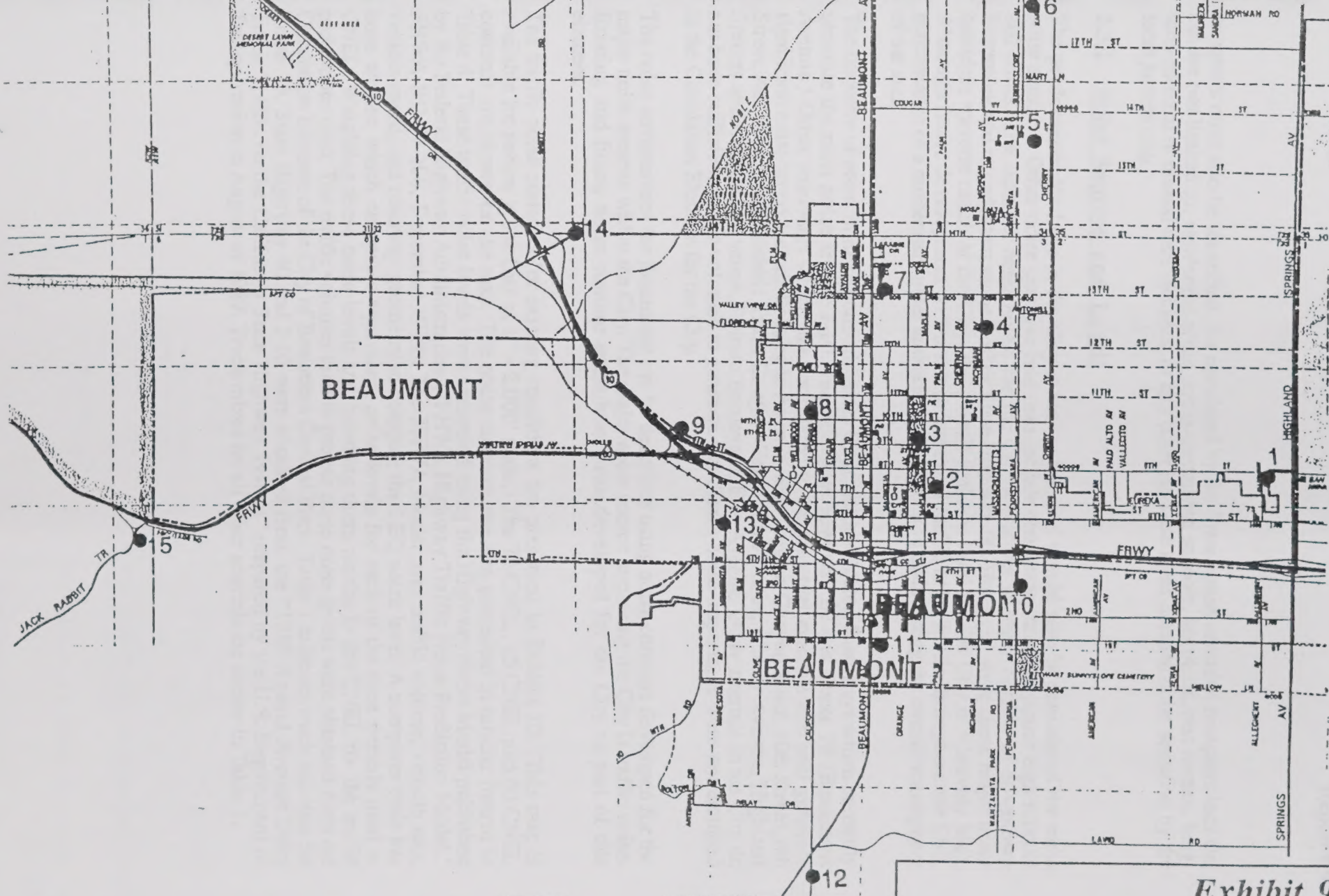


Exhibit 9
Noise Measurement Locations

receptors must also be identified. As mandated by the State, noise sensitive receptors include, but are not limited to, residential areas, areas containing schools, hospitals, rest homes, long-term medical or mental care facilities, or any other land use areas deemed noise sensitive by the local jurisdiction.

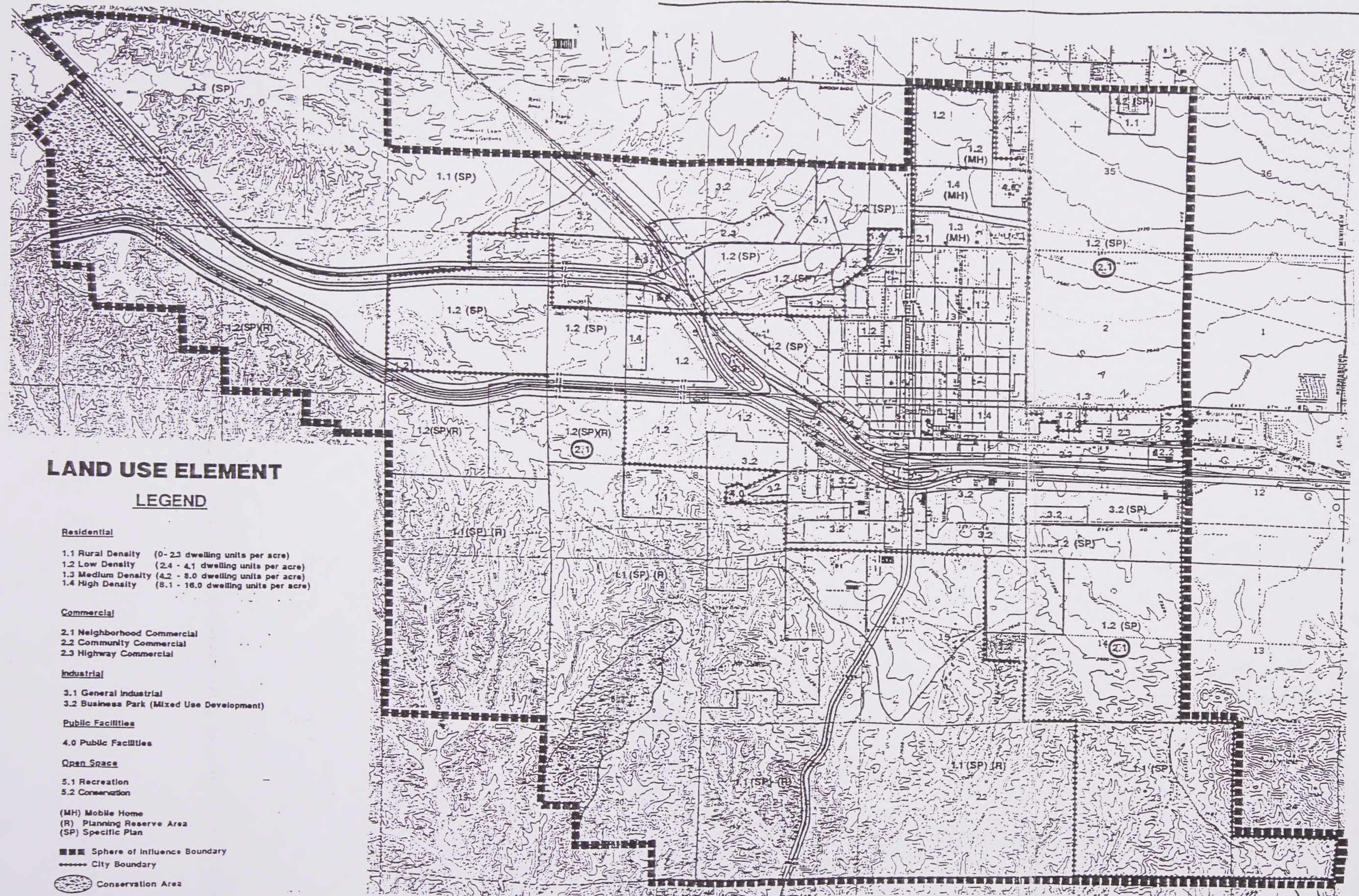
2.3.1 Noise Sources and Levels

The predominant land use in the City is residential, and should also be considered the most noise sensitive. Other noise sensitive land uses include elementary schools, junior high schools and parks. The ambient noise levels for the City are lower in areas outside of downtown Beaumont and not adjacent to the I-10 or State Highway 60. However, since these major noise corridors traverse much of the City, the overall ambient level for the City is relatively high. Although future development will result in increased traffic noise levels throughout the City, maintenance of a moderately quiet ambience is important to maintaining the overall atmosphere of the area.

The majority of noise in Beaumont originates from motor vehicles. Roadways which currently generate the most noise are the I-10 Freeway, State Highway 60 and Route 79 (Beaumont Avenue.) Other roadways which are considered to be principal arterials and will generate significant noise levels include Brookside Avenue, San Timiteo Canyon Road, 10th Street, 6th Street, 4th Street, Jack Rabbit Trail, Cougar Way, Palm Avenue, Cherry Avenue, Highland Springs and California Avenue, Potrero Boulevard, Elm Avenue. Other arterials in the City do not have sufficient traffic volumes to generate significant noise impacts, or were not included in the Circulation Element for the City.

The noise environment for Beaumont can be described using noise contours developed for the major noise sources within the City. The major noise source impacting the City is traffic noise. Existing and future noise contour maps have been developed for the City as part of this element.

The traffic noise contours for existing conditions are presented in Exhibit 10. (This map is available for review at the City at 1" = 2,000' scale.) The 70 CNEL, 65 CNEL and 60 CNEL contours are shown on the map. The noise contours are also presented in tabular format in Table 4. These traffic noise levels were computed using the Highway Noise Model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, December 1978). The FHWA Model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the LEQ noise level. A computer code has been written which computes equivalent noise levels for each of the time periods used in CNEL. Weighting these noise levels and summing them results in the CNEL for the traffic projections used. The traffic volumes used to project these noise levels were obtained from the Circulation Element of the City of Beaumont General Plan. Table 1 indicates truck mix data for Route 79, State Highway 60 and I-10 were obtained from the "1988 Annual Average Daily Truck Traffic on the California State Highway System" prepared by the U.S. Department of Transportation in August of 1989. Truck mixes for all other arterials are shown in Table 2.



LAND USE ELEMENT LEGEND

- Residential**
 - 1.1 Rural Density (0 - 23 dwelling units per acre)
 - 1.2 Low Density (2.4 - 4.1 dwelling units per acre)
 - 1.3 Medium Density (4.2 - 8.0 dwelling units per acre)
 - 1.4 High Density (8.1 - 16.0 dwelling units per acre)
- Commercial**
 - 2.1 Neighborhood Commercial
 - 2.2 Community Commercial
 - 2.3 Highway Commercial
- Industrial**
 - 3.1 General Industrial
 - 3.2 Business Park (Mixed Use Development)
- Public Facilities**
 - 4.0 Public Facilities
- Open Space**
 - 5.1 Recreation
 - 5.2 Conservation
- (MH) Mobile Home
- (R) Planning Reserve Area
- (SP) Specific Plan
- ■ ■ ■ Sphere of Influence Boundary
- - - - - City Boundary
- Conservation Area
- Land Use Locations Determined by Specific Plan
- ★ Refer to Recreation Element for parks, open space and trails.

Exhibit 10
Existing CNEL Noise Contours

FUTURE NOISE CONTOURS

--- SPHERE OF INFLUENCE

— PLANNING AREA



SHEET TWO

BEAUMONT GENERAL PLAN

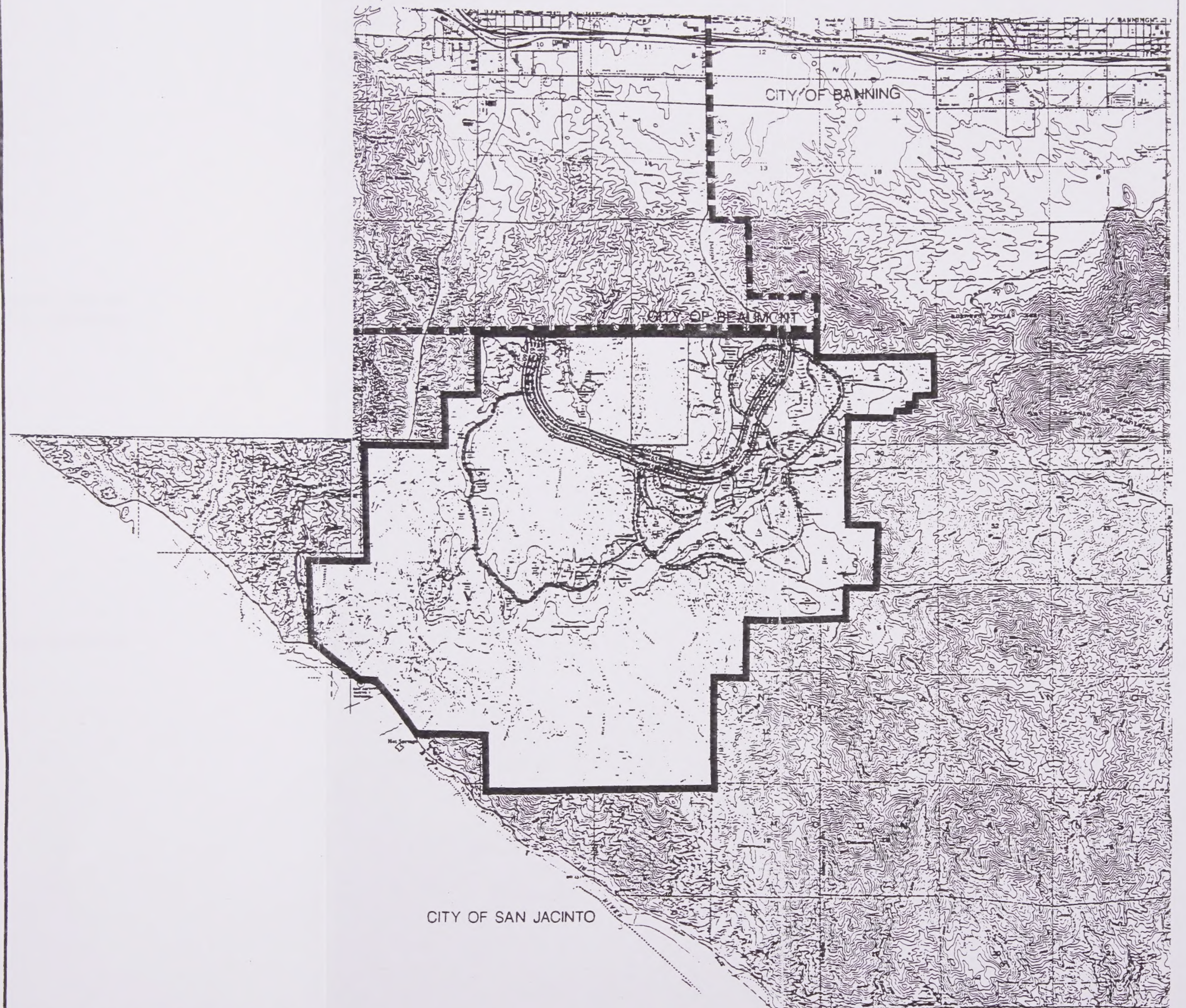


Table 1
TRUCK MIX DATA FOR MAJOR NOISE SOURCES

ROADWAY	% Medium Trucks	% Heavy Trucks
I-10	1.0	13.4
Route 79	2.7	4.3
Route 60	1.5	11.3

The traffic distribution used in the arterial roadway CNEL calculations are presented below in Table 2. These traffic distribution estimates are based upon traffic surveys, and are considered typical for residential roadways in California.

Table 2
TRAFFIC DISTRIBUTION PER TIME OF DAY
PERCENT OF ADT FOR ARTERIALS

VEHICLE TYPE	PERCENT OF ADT		
	DAY	EVENING	NIGHT
Automobile	75.51	12.57	9.34
Medium Truck	1.56	0.09	0.19
Heavy Truck	0.64	0.02	0.08

Existing noise contours for the City were generated using the above input data with the FHWA computer noise model. The results shown in Table 3 and Exhibit 10.

Table 4
RAILROAD NOISE LEVELS (DBA)

Distance from Track	CNEL Contour
222 feet	70
405 feet	65
745 feet	60
1,365 feet	55

The results in Table 4 indicate that the areas adjacent to the railroad experience noise levels in excess of 65 CNEL. Land uses within approximately 222 feet of the railroad tracks experience noise levels up to 70 CNEL.

Existing residences just west of Minnesota Avenue and south of the tracks experience train noise levels in excess of 70 CNEL which is considered "normally incompatible"; New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design."

2.3.3 Noise Sensitive Land Uses

The most noise sensitive land use in Beaumont is residential development. It is considered especially noise sensitive because (1) considerable time is spent by individuals at home, (2) significant activities occur outdoors, and (3) sleep disturbance is most likely to occur in a residential area. Additionally, the City of Beaumont has a number of public educational facilities, hospitals and parks that are considered noise sensitive. These facilities are generally spread evenly throughout the City.

Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contour lines shown in Exhibit 10 are the 60 and 65 CNEL traffic noise and railroad noise contours. The noise contours along with Exhibit 11 should be used as a guide for land use planning. Exhibit 11 indicates those noise levels considered "normally compatible" (Zone B) for various land uses. Zone B should be considered to be a Noise Referral Zone for any given land use. That is, noise levels which fall in this Noise Referral Zone (Zone B) are noise levels for which noise considerations should be included when making land use policy decisions. Exhibit 11 also shows noise levels which are "normally incompatible" (Zone C) for various land uses. Zone C describes the areas for which new noise sensitive developments will be permitted only if appropriate mitigation measures are included such that the standards contained in this Noise Element are achieved.

4 FUTURE ACOUSTIC ENVIRONMENT

4.1 Noise Sources and Levels

Future traffic noise levels were computed using the FHWA Highway Traffic Noise Prediction Model with projected traffic volumes presented in the Circulation Element. Table 5 and Exhibit 2 show the future buildout traffic noise contours along the City's principal highways and arterials that are projected to occur following buildout of the proposed general plan.

Table 5
FUTURE TRAFFIC NOISE CONTOURS

Roadway	Distance to CNEL Contour (feet)			
	70 CNEL	65 CNEL	60 CNEL	55 CNEL
INTERSTATE 10				
West of San Timeteo Cyn	500	1,077	2,321	5,000
San Timeteo to Rte. 60	554	1,195	2,574	5,545
Rte. 60 to Palm Ave.	656	1,414	3,046	6,562
Palm Ave. to Cherry Ave.	673	1,450	3,124	6,731
Cherry to Highland Sprs.	667	1,437	3,095	6,668
East of Highland Sprs.	656	1,414	3,046	6,562
ROUTE 60				
West of Jack Rabbit Trail	296	637	1,372	2,955
Jack Rabbit to Potrero Blvd.	425	915	1,971	4,246
Potrero Bl to I-10	498	1,073	2,313	4,982
ROUTE 79				
Brookside to Cougar Way	59	127	274	590
Cougar Way to 10th St.	79	171	368	792
10th St. to I-10	94	202	435	937
I-10 to 2nd St.	110	238	512	1,103
2nd St. to Potrero Blvd.	99	213	459	988
Potrero Bl to city limit	81	175	376	811
South of city limit	RW	86	185	399
ROOKSIDE AVENUE				
I-10 to Beaumont Ave.	RW	RW	84	182
Beaumont to Cherry Ave.	RW	RW	78	168
Cherry to Highland Sprs.	RW	RW	90	195
SAN TIMATEO CANYON				
East of city limits	54	117	252	543
Midsection	61	132	285	614
West of I-10	82	176	379	816
I-10 to Cougar Way	80	173	373	804
Cougar Wy to Highland Sprs	61	132	285	614
AMERICAN AVENUE				
"B" Street to First Street	RW	99	213	468
First Street to I-10	88	190	409	988
North of I-10	70	150	323	693
South of 8th Street	55	119	257	543
"I" STREET				
South of City limit	110	238	512	1,103

Table 3
EXISTING TRAFFIC NOISE CONTOURS

Roadway	ADT	Speed	Distance to CNEL Contour (feet)			
			70 CNEL	65 CNEL	60 CNEL	55 CNEL
I-10						
West of Route 79	81,400	65	353	761	1,640	3,533
East of Route 79	83,600	65	360	775	1,670	3,597
ROUTE 60						
West of I-10	34,925	55	157	339	730	1,572
I-10 to Highland Sprs.	34,925	55	157	339	730	1,572
ROUTE 79/BEAUMONT AVENUE						
Brookside to Laird Rd.	15,640	45	54	116	249	537

ADT - Average Daily Traffic.

Speed - Speed is in miles per hour.

The existing noise contours in Exhibit 10 can be used with a Land/Use Compatibility Matrix to determine the compatibility of the existing land uses with the City's existing noise levels. Exhibit 11 presents criteria used to assess the compatibility of the existing land uses with the existing noise environment. This land/use compatibility matrix was developed based on the City's current land/use compatibility guidelines from the current Noise Element of the City General Plan and the County's exterior and interior compatibility matrix. The new land/use compatibility matrix (Exhibit 11) mainly reflects the City guidelines for residential, mobile home, hotel, motel, as well as retail commercial, theatre and restaurant land uses.

The existing noise contours (Exhibit 10) show that combining the noise levels from the Southern Pacific Railroad line and I-10 traffic results in a major noise corridor. Commercial and industrial land/uses in the vicinity of this noise corridor have a relatively high noise tolerance. According to the compatibility matrix the commercial and industrial land uses along this noise corridor which experience noise levels just greater than 70 CNEL are considered "normally compatible"; new construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction with closed windows and fresh air supply systems or air conditioning, will normally suffice. Other industrial or commercial land uses in the City are exposed to worse case noise levels less than 70 CNEL and are considered either "normally compatible" or "clearly compatible" according to the compatibility matrix. The land/use compatibility matrix defines "clearly compatible" as "Specified land use is satisfactory based upon the assumption that buildings involved are of normal conventional construction without any special noise insulation requirements."

Residences along some segments of I-10 are exposed to worse case unmitigated traffic noise levels just less than 70 CNEL. According to the compatibility matrix presented as Exhibit 11, these residences are considered "normally incompatible"; New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Along some segments of Route 79 (Beaumont Avenue) residences experience worse case combined noise levels in excess of 60 CNEL. According to the land/use compatibility matrix, these noise levels are "normally compatible." The contours indicate that other residences throughout the City experience traffic noise levels

LAND USE CATEGORIES		COMMUNITY NOISE EQUIVALENT LEVEL C _{NEL}						
CATEGORIES	USES	<55	<60	<65	<70	<75	<80	
RESIDENTIAL	Single Family, Duplex Multiple Family	A	B	B	C	C	D	D
RESIDENTIAL	Mobile Homes	A	B	B	C	D	D	D
COMMERCIAL Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
COMMERCIAL Regional Village District, Special	Commercial Retail, Bank Restaurant, Movie Theatre	A	A	A	B	B	C	D
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Office Building, Research and Development, Professional Offices City Office Building	A	A	A	B	C	D	D
COMMERCIAL Recreation INSTITUTIONAL Civic Center	Amphitheatre, Concert Hall Auditorium, Meeting Hall	A	A	B	C	C	D	D
COMMERCIAL Recreation	Children's Amusement Park, Miniature Golf Course, Go-cart Track Equestrian Center, Sports Club	A	A	A	B	C	D	D
COMMERCIAL General, Special INDUSTRIAL, INSTITUTIONAL	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing Wholesale, Utilities	A	A	A	B	B	C	D
INSTITUTIONAL General	Hospital, Church, Library Schools' Classroom	A	B	B	C	C	D	D
OPEN SPACE	Parks	A	A	B	C	C	D	D
OPEN SPACE	Golf Course, Cemeteries, Nature Centers Wildlife Reserves, Wildlife Habitat	A	A	B	B	C	D	D
AGRICULTURE	Agriculture	A	A	A	A	A	B	B

INTERPRETATION

ZONE A CLEARLY COMPATIBLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

ZONE B NORMALLY COMPATIBLE

New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

ZONE C NORMALLY INCOMPATIBLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

ZONE D CLEARLY INCOMPATIBLE

New construction or development should generally not be undertaken.

Exhibit 11 Noise Land/Use Compatibility Matrix

less than 60 CNEL and are considered "normally compatible" or "clearly compatible" with the existing noise environment.

Other existing land uses such as parks and schools are impacted by traffic noise. All of the elementary schools and high schools in the City experience traffic noise levels less than 60 CNEL and are considered "normally compatible" or "clearly compatible" based on the land/use compatibility matrix. Parks in the City generally experience noise levels less than 60 CNEL and are considered "clearly compatible." However, Rangel Park southwest of the I-10/Route 79 interchange experiences traffic noise levels just above 65 CNEL and is considered "clearly incompatible."

Although some residences along I-10 experience traffic noise up to 70 CNEL, most of the residences along major roadways in the City experience traffic noise less than 60 CNEL. It appears that 65 CNEL is a reasonable noise standard for outdoor living areas and 45 CNEL for indoor areas for new developments. These standards are consistent with the current guidelines for the City of Beaumont and are a reasonable long term goal for existing residential areas considering the amount of future development proposed for the City.

2.3.2 Railroad Noise

The Southern Pacific Transportation Railroad is a significant noise source within the City. The railroad tracks runs east to west through the City along the south side of I-10 until they reach San Timoteo Road and proceed westward out of the City. Existing train noise levels were modeled with a computer noise model "Assessment of Noise Environments Around Railroad Operations," (Wyle Laboratories Report WCR 73-5, July 1973.) The noise generated by a train pass-by can be divided into two components; that generated by the engine or locomotive, and that due to the railroad cars. The characteristic frequency of the engine is different than for the cars. The effective radiating frequency is 1000 Hz for the locomotive engines, and 2000 Hz for the portion of the noise generated by the cars. The noise generated by the engine is the result of the mechanical movements of the engine parts, the combustion process, if the horn is used, and to a lesser extent the exhaust system. The noise generated by the cars is a result of the interaction between the wheels and the railroad track. A zero height is used for the car noise, and a source height of 10 feet is utilized for the locomotive.

An average of 18 trains per day typically pass by the site with an average of 105 cars per train. Generally, 8 trains will pass by during the day (7 am - 7pm), 3 trains will pass by during the evening (7pm - 10 pm), and 7 trains will pass by during the night (10pm - 7 am). A speed of 40 miles per hour is typical for the trains.

Train operations data was utilized in conjunction with the Wyle Model to project train noise. The results are displayed in Table 4 and Exhibit 10 in terms of the distances to the 55, 60, 65 and 70 CNEL. The modeled levels do not include topography, intervening buildings, or barriers which may reduce the noise levels.

Table 5 (Continued)
FUTURE TRAFFIC NOISE CONTOURS

Roadway	Distance to CNEL Contour (feet)			
	70 CNEL	65 CNEL	60 CNEL	55 CNEL
10TH STREET				
Cougar Way to Cherry Ave.	RW	67	144	309
6TH STREET				
I-10 to Beaumont (Route 79)	69	149	322	693
Beaumont to Highland Sprs	74	160	345	743
4TH STREET				
Jack Rabbit to Potrero Blvd.	RW	62	134	288
East of Potrero Blvd.	RW	71	153	330
West of California	RW	73	158	339
"B" STREET				
Route 60 to 4th St.	80	173	373	804
4th St. to Route 79	69	149	322	693
East of Route 79	69	149	322	693
Cherry to Highland Sprs	59	126	272	586
JACK RABBIT TRAIL				
Route 60 to City Limit	RW	75	162	349
South of City Limit	RW	62	134	288
ELM AVENUE				
South of San Timateo Cyn	31	67	144	309
North of Cougar way	RW	RW	49	106
COUGAR WAY				
Beaumont to 10th St.	RW	62	134	288
10th St. to I-10	RW	77	167	359
"C" STREET				
Brookside to Cougar Way	RW	RW	90	195
PALM AVENUE				
14th St. to I-10	RW	RW	102	220
CHERRY AVENUE				
Brookside to 14th St.	RW	101	217	468
14th St. to 10th St.	59	126	272	586
10th St. to I-10	RW	94	203	436
I-10 to 2nd St.	51	111	239	514
South of 2nd Street	RW	94	203	436
HIGHLAND SPRINGS				
Brookside to 14th St.	61	132	285	614
14th St. to 2nd St.	67	144	310	667
North of Potrero Blvd.	99	213	459	988
South of Potrero Blvd.	80	173	373	804
North of City Limit	RW	101	217	468
South of City limit	82	176	379	816
CALIFORNIA AVENUE				
4th Street to 2nd Street	RW	71	153	330

RW - Contour falls inside the roadway right-of-way.

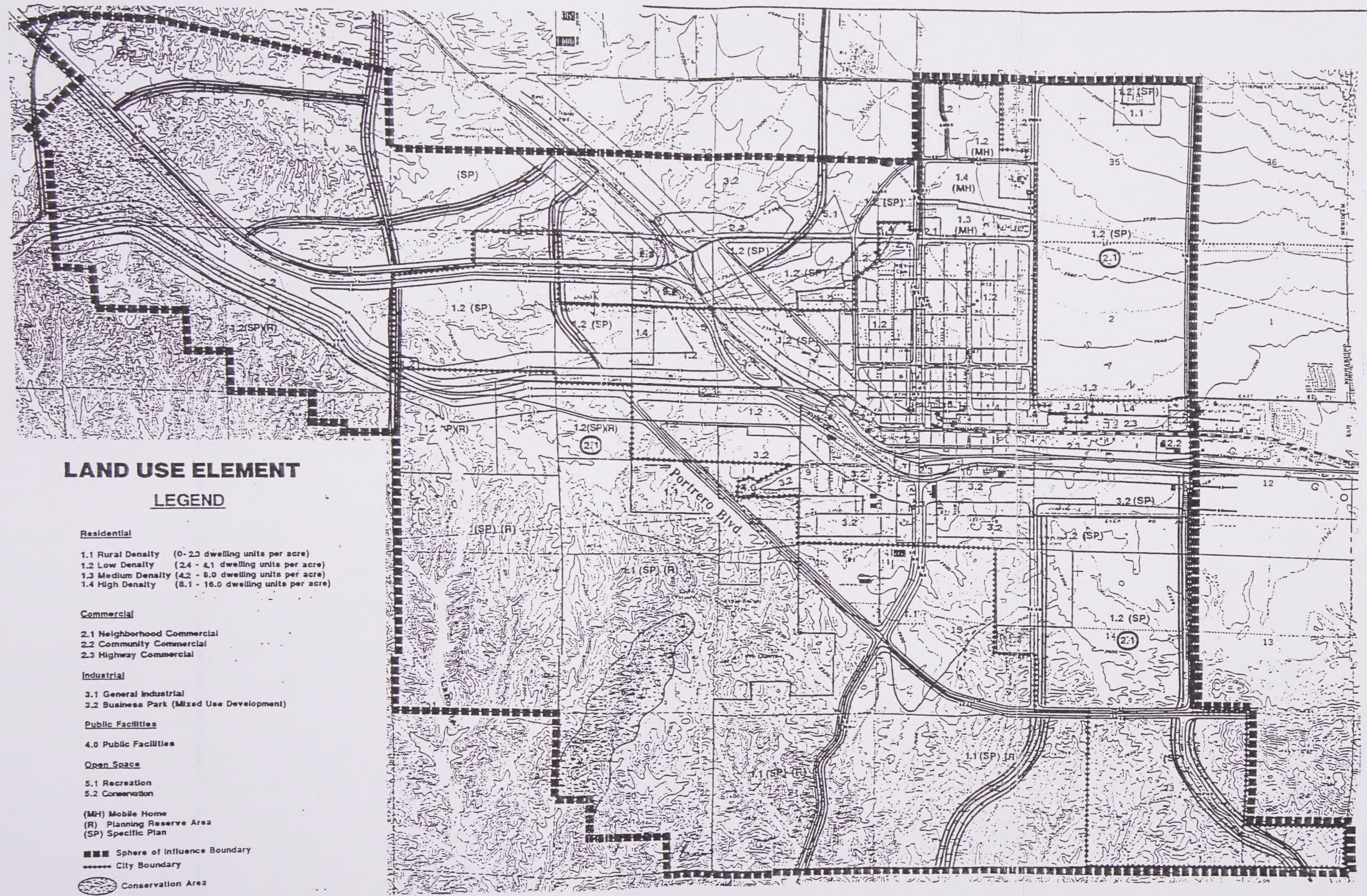
Land use compatibility was assessed by comparing future traffic noise levels represented in Table 5 and Exhibit 12 with the land/use compatibility matrix presented in Exhibit 11. This land/use compatibility matrix indicates acceptable limits of noise recommended for the City.

Based on future traffic levels shown in Exhibit 12 the areas of the City that will experience future traffic noise levels in excess of 70 CNEL are along I-10, State Highway 60 and the San Timateo Canyon/Southern Pacific noise corridor. Land uses along Route 79 (Beaumont Avenue) will experience traffic noise up to 70 CNEL. Land uses along Route 79 will experience traffic noise levels up to 70 CNEL. Areas along other principal arterials in the City will generally experience future traffic noise levels ranging from 60 CNEL to just greater than 65 CNEL.

Commercial and industrial land/uses planned along the I-10 and San Timateo Canyon/Southern Pacific Railroad noise corridors have a relatively high noise tolerance. According to the compatibility matrix the highway commercial, business park and industrial land uses planned along this noise corridor will experience noise levels just greater than 70 CNEL and will be considered "normally compatible"; new construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction with closed windows and fresh air supply systems or air conditioning, will normally suffice. Other industrial or commercial land uses in the City are exposed to worse case noise levels less than 70 CNEL and are considered either "normally compatible" or "clearly compatible" according to the compatibility matrix. The land/use compatibility matrix defines "clearly compatible" as "Specified land use is satisfactory based upon the assumption that buildings involved are of normal conventional construction without any special noise insulation requirements."

Residences planned along some segments of the I-10, State Highway 60 and San Timateo Canyon/Southern Pacific noise corridors will be exposed to worse case unmitigated traffic noise levels in excess of 70 CNEL. According to the compatibility matrix presented as Exhibit 11, these residences are considered "normally incompatible"; New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Other residences which will experience traffic noise up to 70 CNEL are planned along Portola Boulevard, between Highway 60 and Highland Springs Avenue, along Cherry Avenue, between Brookside and I-10, along Highland Springs, between Brookside and Portola Boulevard and along Route 79 (Beaumont Avenue) between Brookside and south of Portola Boulevard. According to the compatibility matrix presented in Exhibit 11 these residences are considered "normally incompatible." Residences planned along other principal roadways in the City will experience traffic noise levels ranging from just above 65 CNEL to less than 60 CNEL and will range from "normally incompatible" to "normally compatible" respectively. The contours indicate that other residences throughout the City will experience traffic noise levels less than 60 CNEL and will be considered "normally compatible" or "clearly compatible" with the future noise environment.

Other land uses planned such as parks and schools which will be impacted by traffic noise were compared to the land use/noise compatibility matrix in Exhibit 11. All of the existing schools in the City will experience traffic noise levels less than 65 CNEL and are considered "normally compatible" or "clearly compatible" based on the land/use compatibility matrix. Most parks in the City will generally experience future noise levels less than 60 CNEL and are considered "clearly compatible." However, Rangel Park just south of the I-10/Route 79 interchange will experience future traffic noise levels just less than 65 CNEL and is considered "normally incompatible". For additional future developments and specific plans the land/use



LAND USE ELEMENT LEGEND

Residential

- 1.1 Rural Density (0-23 dwelling units per acre)
- 1.2 Low Density (24-41 dwelling units per acre)
- 1.3 Medium Density (42-80 dwelling units per acre)
- 1.4 High Density (81-160 dwelling units per acre)

Commercial

- 2.1 Neighborhood Commercial
- 2.2 Community Commercial
- 2.3 Highway Commercial

Industrial

- 3.1 General Industrial
- 3.2 Business Park (Mixed Use Development)

Public Facilities

- 4.0 Public Facilities

Open Space

- 5.1 Recreation
- 5.2 Conservation

- (MH) Mobile Home
- (R) Planning Reserve Area
- (SP) Specific Plan

- Sphere of Influence Boundary

- City Boundary

- Conservation Area

- Land Use Locations Determined by Specific Plan

- * Refer to Recreation Element for parks, open space and trails.

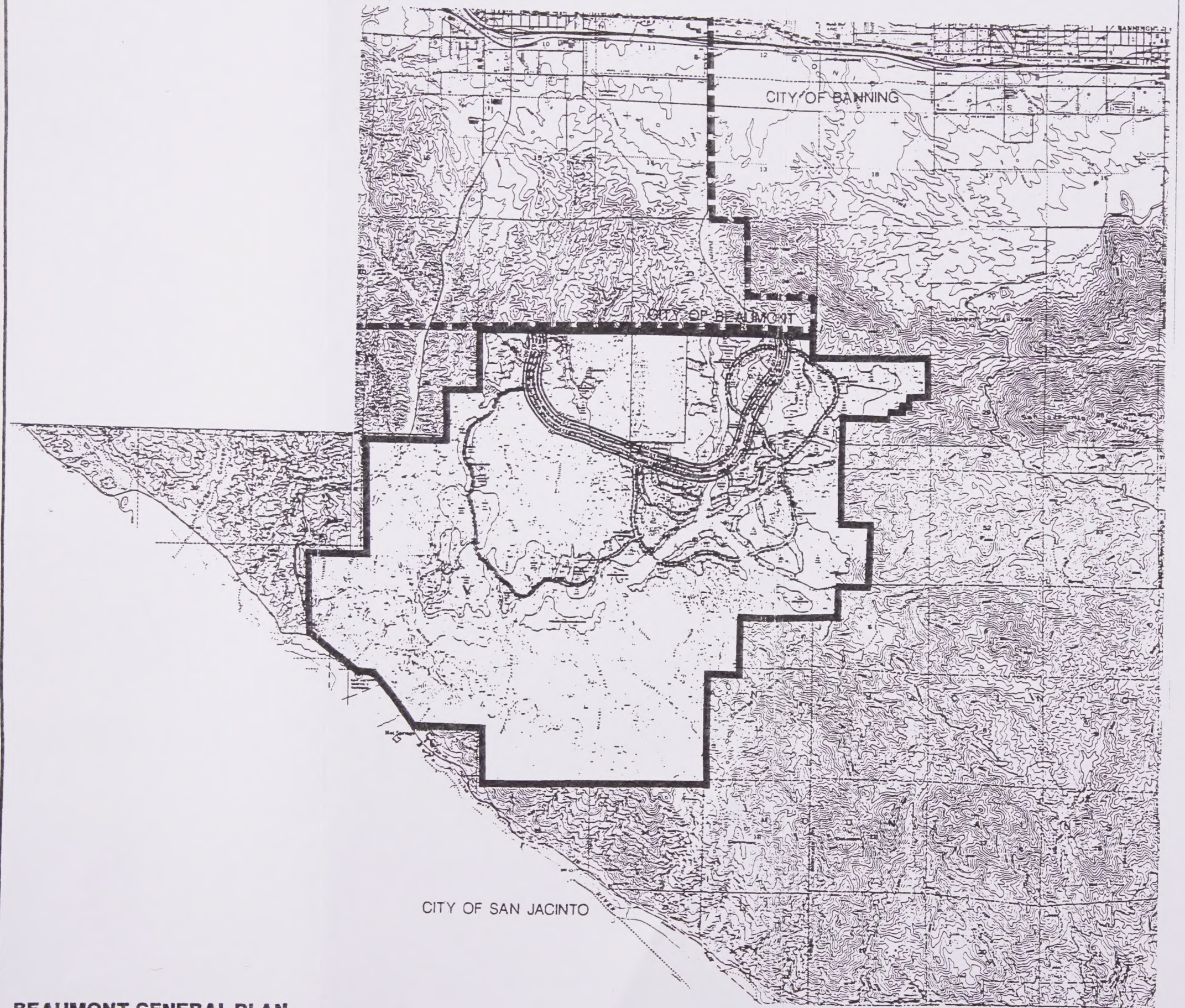
Exhibit 12
Future CNEL Noise Contours

FUTURE NOISE CONTOURS

--- SPHERE OF INFLUENCE

— PLANNING AREA

BEAUMONT GENERAL PLAN



compatibility matrix in Exhibit 11 should be implemented when determining the compatibility of all future land uses with the future traffic noise levels.

The future increases in noise due to General Plan Buildout conditions are shown in Table 6 for areas along roadways included in the City's Circulation Element. The table shows future (year 2010) increase in traffic noise over existing (1990) conditions.

Table 6
FUTURE INCREASE IN TRAFFIC NOISE OVER EXISTING

Roadway	CNEL Noise Level (dBA)
INTERSTATE 10	
West of Route 79	4.0
East of Route 79	4.1
ROUTE 60	
West of Jack Rabbit Trail	4.1
Jack Rabbit to Potrero Blvd.	4.4
Potrero Blvd. to I-10	5.6
ROUTE 79 (BEAUMONT AVENUE)	
Beaumont area	4.7

In community noise assessment changes in noise levels greater than 3 dBA are often identified as significant, while changes less than 1 dBA will not be discernible to local residents. In the range of 1 to 3 dBA residents who are very sensitive to noise may perceive a slight change. No scientific evidence is available to support the use of 3 dBA as the significance threshold. In laboratory testing situations humans are able to detect noise level changes of slightly less than 1 dBA. However, in a community noise situation the noise exposure is over a long time period, and changes in noise levels occur over years, rather than the immediate comparison made in a laboratory situation. Therefore, the level at which changes in community noise levels become discernible is likely to be some value greater than 1 dBA, and 3 dBA appears to be appropriate for most people.

Table 6 indicates that land uses located along I-10, Highway 60 and Route 79 (Beaumont Avenue) will experience noise level increases greater than 3 dB due to the future increase in traffic.

2.4.2 Railroad Noise

The Southern Pacific Transportation Railroad will be a major noise source. Freight train operations are not expected increase substantially in the future. The train noise contours shown in Table 4 and Exhibit 12 indicate that land uses within 222 feet of the railroad tracks will experience future train noise levels in excess of 70 CNEL. These noise levels are considered "normally incompatible" with residential land uses, parks and schools but are considered "normally compatible" with commercial and industrial development. Therefore future development of noise sensitive land uses such as residential, park and school land uses should be discouraged adjacent to the railroad. Development of commercial and industrial land uses adjacent to the railroad is more appropriate.

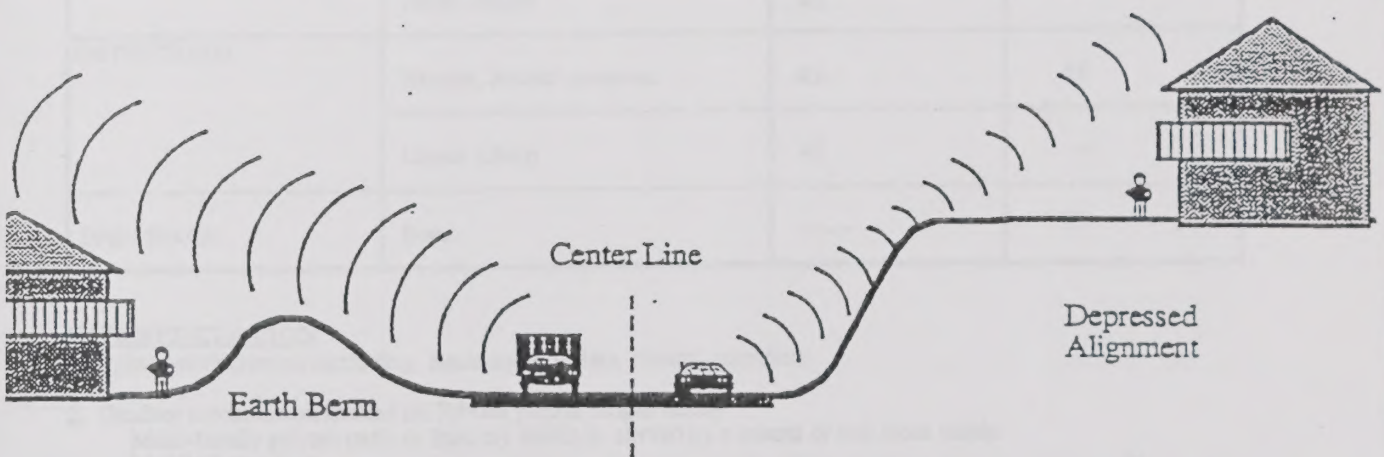


Exhibit 13 Examples of Noise Barrier Effects

LAND USE CATEGORIES		ENERGY AVERAGE CNEL	
<u>CATEGORIES</u>	<u>USES</u>	INTERIOR ¹	EXTERIOR ²
RESIDENTIAL	Single Family, Duplex, Multiple Family	45 ³	65
	Mobile Home	---	65 ⁴
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Hotel, Motel, Transient Lodging	45	65 ⁵
	Commercial Retail, Bank Restaurant	55	---
	Office Building, Research and Development, Professional Offices, City Office Building	50	---
	Amphitheatre, Concert Hall Auditorium, Meeting Hall	45	---
	Gymnasium (Multipurpose)	50	---
	Sports Club	55	---
	Manufacturing, Warehousing, Wholesale, Utilities	65	---
	Movie Theatres	45	---
INSTITUTIONAL	Hospital, Schools' classroom	45	65
	Church, Library	45	---
OPEN SPACE	Parks	---	65

INTERPRETATION

- Indoor environment excluding: Bathrooms, toilets, closets, corridors.
- Outdoor environment limited to: Private yard of single family
Multi-family private patio or balcony which is served by a means of exit from inside.
Mobile home Park
Hospital patio
Park's picnic area
School's playground
Hotel and motel recreation area
- Noise level requirement with closed windows. Mechanical ventilation system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of the UBC..
- Exterior noise level should be such that interior noise levels will not exceed 45 CNEL.
- Except those areas effected by aircraft noise.

2.4.3 Mitigation Measures

The noise sources in Beaumont consist mainly of transportation related noise. A local government has little direct control of transportation noise at the source. State and Federal agencies have the responsibility to control the noise from the source, such as vehicle noise emission levels. The most effective method the City has to mitigate transportation noise is through reducing the impact of the noise onto the community (i.e. noise barriers and site design review). Mitigation through the design and construction of a noise barrier (wall, berm, or combination wall/berm) is the most common way of alleviating traffic noise impacts (Exhibit 13). The effect of a noise barrier is critically dependent on the geometry between the noise source and the receiver. A noise barrier effect occurs when the "line of sight" between the source and receiver is penetrated by the barrier. The greater the penetration the greater the noise reduction.

Another common approach to mitigating noise impacts is through the use of setbacks which prevent the "walled in" look. The setback approach simply requires that homes or noise sensitive uses be setback away from the roadway at a distance great enough so that they are outside the noise impact zone. The setback area is landscaped. The landscaping actually provides very little noise reduction, however, residents seem to become less aware of the noise probably because they can not see or have an obstructed view of the road.

2.4.4 Noise/Land Use Compatibility

Noise concerns should be incorporated into land use planning to reduce future noise and land use incompatibilities. This is achieved by establishing standards and criteria that specify acceptable limits of noise for various land uses throughout the City. These criteria are designed to integrate noise considerations into land use planning to prevent noise/land use conflicts. The noise/land use compatibility matrix presented in Exhibit 11 and mentioned previously is used to assess the compatibility of proposed land uses with the noise environment. This matrix is also the basis for the development of specific Noise Standards. The proposed standards, presented in Exhibit 14, represent City policies related to land uses and acceptable noise levels. These tables are the primary tools which allow the City to ensure integrated planning for compatibility between land uses and outdoor noise. The most effective method to control community noise impacts from non-transportation noise sources is through the application of a Community Noise Ordinance. An example Noise Ordinance is shown in Appendix B. If adopted by the City the Example Noise Ordinance will be a useful tool in controlling any resulting noise impacts on the future residential areas.

Future residences planned along Highland Springs Avenue just north of 8th Street, within the Deutsch Specific Plan, may be impacted by noise from the natural gas pressure-relief valves or "blow-down" valves on the east side of Highland Springs Avenue. According to the Southern California Gas company, noise levels reaching up to 140 dB at 50 feet can be generated from these pipeline valves. Noise occurs when blow-down valves are occasionally depressurized for emergency and maintenance reasons. These events can occur for as long as one and one-half hours. Noise from these blow-down valves should be considered in assessing future land use/noise compatibility. However, it should be noted that these blow-down valves are located in the City of Banning and are not subject to the City's Noise Ordinance. Noise levels may still exceed 100 dBA at 1 mile from the blow-down point. Any new development within a 1 mile radius should be carefully considered. Neither the City's CNEL standards or the proposed Noise Ordinance would be applicable. Therefore, any development proposals must be considered with respect to startle response, sleep interference, speech interference, and even hearing loss. Any proposed developments within 1 mile of the proposed blow-down point

3.0 GOALS, OBJECTIVES, AND POLICIES

The following are statements of the goals of the City of Beaumont for the control of community noise.

TO PROTECT PUBLIC HEALTH AND WELFARE BY ELIMINATING EXISTING NOISE PROBLEMS AND BY PREVENTING SIGNIFICANT DEGRADATION OF THE FUTURE ACOUSTIC ENVIRONMENT.

3.1 POLICIES

In order to achieve the goals of the Noise Element the following policies should be considered by the City of Beaumont:

Objective 1.0

Incorporate noise considerations into land use planning decisions.

Policy 1.a Establish acceptable limits of noise for various land uses throughout the community. The City adopts the noise standards presented in Exhibit 16 which identify interior and exterior noise standards in relation to specific land uses; particularly residential areas, schools, hospitals, open space preserves, and parks. The standards would specify the maximum noise levels allowable for new developments impacted by transportation noise sources operating on public or quasi-public property. (Sources on private property would be subject to the noise ordinance requirements, as called out in Policy 3.a.)

Policy 1.b The City shall require an environmental and noise impact evaluation for all projects as part of the design review process to determine if unacceptable noise levels will be created or experienced. Zone B as defined in Exhibit 11 shall be considered the Noise Referral Zone in which noise considerations should be included when making land use policy decisions. Zone C as described in Exhibit 11 shall define areas for which new noise sensitive developments will be permitted only if appropriate mitigation measures are included such that the standards contained in this Noise Element are achieved. Should noise abatement be necessary, the City shall require the implementation of mitigation measures based on a detailed technical study prepared by a qualified acoustical engineer (i.e., a Registered Professional Engineer in the State of California with a minimum of three years experience in acoustics).

Policy 1.c The City shall not approve projects that do not comply with the adopted standards.

Policy 1.d The City shall consider establishing a periodic noise monitoring program to identify progress in achieving noise abatement objectives and to perform necessary updating of the noise element and community noise standards. The California Department of Health Services recommends that noise elements be updated every 5 years.

Policy 1.e The City shall minimize potential transportation noise through proper design of street circulation, coordination of routing, and other traffic control measures.

Objective 2.0

Establish measures to reduce noise impacts from traffic noise sources.

Policy 2.a The City shall require the construction of barriers to mitigate sound emissions where necessary or where feasible. Action Items 1, 4, 5 and 6 provide specific measures for meeting this objective.

Policy 2.b The City shall require the inclusion of noise mitigation measures in the design of new roadway projects in Beaumont.

Policy 2.c The City shall ensure the effective enforcement of City, State and Federal noise levels by all appropriate City divisions.

Policy 2.d The City shall actively advocate motor vehicle noise control requirements for production and sale.

Objective 3.0

Establish measures to control non-transportation noise impacts.

Policy 3.a The City shall establish a Community Noise Ordinance to mitigate noise conflicts between adjacent land uses. The Noise Ordinance establishes noise limits that can not be exceeded at the property line. The Noise Ordinance because it is a City statute can only control noise generated on private property. Therefore, the primary function of the Noise Ordinance is to control stationary noise sources and construction noise.

Policy 3.b Evaluate noise generated by construction activities, and subject them to the requirements of the Noise Ordinance.

Policy 3.c Establish and maintain coordination among the City agencies involved in noise abatement.

Policy 3.d The City shall ensure the effective enforcement of City, State, and Federal noise levels by all appropriate City divisions. The City shall provide quick response to complaints and rapid abatement of noise nuisances with the scope of the City's police powers.

Policy 3.e The City shall establish noise guidelines for City purchasing policy to take advantage of federal regulations and labeling requirements.

Policy 3.f The City shall coordinate with the California Occupational Safety and Health Administration (Cal-OSHA) to provide information on and enforcement of occupational noise requirements within the City.

Policy 3.g The City shall require all new developments within 1 mile of the blow-down facilities to conduct a noise analysis to determine the potential maximum noise levels at the site, appropriate noise levels for the proposed land uses, and needed mitigation to achieve acceptable noise levels.

Policy 3.h The City shall establish a notification program to inform residents in new developments within two miles of the blow-down facilities of the potential blow-down noise levels on site.

4.0 THE PLAN FOR CONTROL AND MANAGEMENT OF NOISE

In order to achieve the goals and objectives of the Noise Element, an effective implementation program developed within the constraints of the City's financial and staffing capabilities is necessary. The underlying purpose is to reduce the number of people exposed to excessive noise and to minimize the future effect of noise in the City. The following are the actions that the City should consider implementing to control the impacts of noise in Beaumont.

Issue 1 - Transportation Noise Control - The most efficient and effective means of controlling noise from transportation systems is reducing noise at the source. However, since the City has little direct control over source noise levels because of State and Federal preemption (i.e. State Motor Vehicle Noise Standards), policies should be focused on reducing the impact of the noise on the community. Cooperative efforts with State and Federal offices are essential.

- Action 1* Encourage the use of walls and berms in the design of residential or other noise sensitive land uses that are adjacent to major roads, commercial, or industrial areas.
- Action 2* Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses.
- Action 3* Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and Beaumont Police Department.

Issue 2 - Noise and Land Use Planning Integration. Community noise considerations are to be incorporated into land use planning. These measures are intended to prevent future noise and land-use incompatibilities.

- Action 4* Establish standards that specify acceptable limits of noise for various land uses throughout the City. These criteria are designed to fully integrate noise considerations into land use planning to prevent new noise/land use conflicts. Exhibit 11 shows criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the basis for the development of specific Noise Standards. These standards, presented in Exhibit 14, define the City policies related to land uses and acceptable noise levels. These tables are the primary tools which allow the City to ensure noise integrated planning for compatibility between land uses and outdoor noise.
- Action 5* Incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. The Noise Referral Zone (Zone B as defined in Exhibit 11), can be used to identify locations of potential conflict. New developments within Zone C, as defined in Exhibit 11, will be permitted only if appropriate mitigation measures are included such that the standards contained in this Element or adopted ordinance are met.

- Action 6* Enforce the State of California Uniform Building Code that specifies that the indoor noise levels for residential living spaces not exceed 45 dB LDN/CNEL due to the combined effect of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 dB LDN/CNEL. The future 60 CNEL noise contour as shown in Exhibit 12 can be used to determine when this standard needs to be addressed. The Uniform Building Code (specifically, the California Administrative Code, Title 24, Part 6, Division T25, Chapter 1, Subchapter 1, Article 4, Sections T25-28) requires that *"Interior community noise levels (CNEL/LDN) with windows closed, attributable to exterior sources shall not exceed an annual CNEL or LDN of 45 dB in any habitable room."* The code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. Additionally, the standard should be applied to single family homes.

Issue 3 - Community Noise Control for Non-Transportation Noise Sources. The focus of control of noise from non-transportation sources is the Community Noise Ordinance. The ordinance can be used to protect people from noise generated on adjacent properties.

- Action 7* Adopt a new comprehensive community Noise Ordinance to ensure that City residents are not exposed to excessive noise levels from existing and new stationary noise sources. An Example Noise Ordinance is contained in Appendix B. The purpose of the ordinance is to protect people from non-transportation related noise sources such as music, machinery and pumps, air conditioners and truck traffic on private property. The Noise Ordinance does not apply to motor vehicle noise on public streets, but it does apply to vehicles on private property. The Noise Ordinance is designed to protect quiet residential areas from stationary noise sources. The noise levels encouraged by the ordinance are typical of a quiet residential area.
- Action 8* Enforce the new community Noise Ordinance. The most effective method to control community noise impacts from non-transportation noise sources is through application of the community noise ordinance.
- Action 9* Require that new commercial projects, proposed for development near existing residential land use, demonstrate compliance with the City Noise Ordinance prior to approval of the project.
- Action 10* All new residential projects to be constructed near existing sources of non-transportation noise (including but not limited to commercial facilities, public parks with sports activities) must demonstrate via an acoustical study conducted by a Registered Engineer that the indoor noise levels will be consistent with the limits contained in the noise ordinance.
- Action 11* Require construction activity to comply with limits established in the City Noise Ordinance.
- Action 12* Designate one agency in the City to act as the noise control coordinator. This will ensure the continued operation of noise enforcement efforts of the City.

- Action 13* Require all new developments within 1 mile of the blow-down facilities to conduct a noise analysis to determine the noise levels on site, appropriate noise levels for the proposed land uses, and needed mitigation to achieve acceptable noise levels. Enlist the services of a qualified acoustical engineer to conduct the noise study.
- Action 14* Establish a notification program to inform residents in new developments within two miles of the blow-down facilities of the potential valve noise levels on site.

Technical Appendices

Appendix A - Noise Measurement Results

Appendix B - Example Noise Ordinance

Appendix C - Glossary

Technical Appendices

Appendix A - Noise Measurement Results

Appendix B - Example Noise Ordinance

Appendix C - Glossary

Exhibit A (Part 1)

Noise Measurement Results

SITE: # 1

LOCATION: Southeast corner of
8th & Allegheny

DATE: January 7, 1991

TIME: 9:20 a.m.

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
7.3	68.4	43.2	66.8	61.8	50.3	45.3	43.8

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
7.4	68.3	42.5	67.3	62.3	50.8	44.8	43.3

PRIMARY NOISE SOURCES:

Traffic, Birds singing

COMMENTS:

GTE truck caused Lmax

SITE: # 3

LOCATION: Park on 9th between
Orange & Maple

DATE: January 7, 1991

TIME: 10:40 a.m.

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
0.4	65.4	42.6	61.3	51.3	47.3	44.3	43.3

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
1.1	65.5	42.3	61.3	54.3	47.3	44.3	43.3

PRIMARY NOISE SOURCES:

Crows, Kids playing.

COMMENTS:

Very quiet, Lmax: Smallplane.

SITE: # 2

LOCATION: Palm Elementary School

DATE: January 7, 1991

TIME: 10:00 a.m.

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
51.3	62.1	44.5	58.8	55.3	48.3	46.3	45.3

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
50.9	61.3	44.6	59.8	54.3	47.8	46.3	44.8

PRIMARY NOISE SOURCES:

Traffic, Birds

COMMENTS:

Street Sweeper caused Lmax

SITE: # 4

LOCATION: Michigan between 12th &
13th.

DATE: January 17, 1991

TIME: 11:15 a.m.

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
50.0	63.5	37.0	60.3	53.8	44.8	39.3	37.3

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
47.4	62.9	36.2	58.8	49.8	43.3	37.3	36.3

PRIMARY NOISE SOURCES:

Rooster crowing, Man hammering,
occasional car, dog barking.

COMMENTS:

Lmax: Rooster crowing.

Exhibit A (Part 2)

Noise Measurement Results

SITE: # 5

LOCATION: *Beaumont High School*

DATE: *January 7, 1991*

TIME: *11:50 a.m.*

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
5.9	73.8	43.3	68.8	57.8	49.8	46.3	44.8

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
8.2	72.5	46.9	68.3	60.3	54.8	50.8	49.3

PRIMARY NOISE SOURCES:

Traffic, Students yelling

COMMENTS:

*Measurements were taken during lunch,
Lmax: principal talking into microphone*

SITE: # 7

LOCATION: *13th St. East of Beaumont Ave.*

DATE: *January 7, 1991*

TIME: *1:10 p.m.*

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
75	69.7	42.5	65.3	61.3	55.3	48.3	43.3

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
66.7	69.4	41.3	67.8	59.8	53.3	45.8	43.3

PRIMARY NOISE SOURCES:

*Traffic on Beaumont, Birds, small plane
(Lmax).*

COMMENTS:

*A traffic count was taken on Beaumont Ave.
during the second measurement period.
Cars=96, MT=5, HT=3. Speed:45 mph.*

SITE: # 6

LOCATION: *End of Karen Dr., South of
Brookside.*

DATE: *January 7, 1991*

TIME: *12:30 p.m.*

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
42.7	52.1	34.0	50.3	46.3	40.8	36.8	34.8

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
43.1	55.0	35.7	50.8	46.3	40.8	38.3	36.8

PRIMARY NOISE SOURCES:

*Traffic on Brookside, dog
barking.*

COMMENTS:

Lmax: Lady yelling.

SITE: # 8

LOCATION: *California between 10th &
11th.*

DATE: *January 7, 1991*

TIME: *2:05 p.m.*

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
51.8	71.5	42.6	65.3	50.8	46.3	44.3	43.3

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
55.5	75.5	42.7	68.3	56.3	48.8	44.8	44.3

PRIMARY NOISE SOURCES:

*Dogs barking endlessly, birds, high alt.
jets.*

COMMENTS:

Lmax: truck on California.

Exhibit A (Part 3)

Noise Measurement Results

SITE: # 9

LOCATION: W. 8th St., North of I-10-60
junction.

DATE: January 7, 1991

TIME: 2:40 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
72.1	81.2	59.6	78.3	75.3	71.3	65.8	62.3

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
73.5	82.3	63.3	79.8	76.8	72.3	67.8	64.3

PRIMARY NOISE SOURCES:

Freeway Traffic

COMMENTS:

A traffic count was taken of I-10 westbound traffic during the second measurement period. Cars=352, MT=17, HT=53. Note: there is an 8' high block wall.

SITE: # 11

LOCATION: Southeast corner of Beaumont & First

Ave.

DATE: January 7, 1991

TIME: 4:40 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
77.8	86.6	53.0	81.8	68.3	62.3	58.3	53.8

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
72.7	74.3	55.6	70.8	65.3	61.3	57.8	56.3

PRIMARY NOISE SOURCES:

Traffic on Beaumont, Motorcycle in field.
(Lmax)

COMMENTS:

A traffic count was taken of all Beaumont Ave. traffic during the second measurement period. Cars=202, MT=2, HT=4.

SITE: # 10

LOCATION: Pennsylvania, South of I-10

DATE: January 7, 1991

TIME: 3:30 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
64.5	75.2	58.1	71.3	67.3	63.3	60.3	58.3

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
65.1	76.4	57.8	72.3	67.8	63.8	60.8	58.8

PRIMARY NOISE SOURCES:

Freeway traffic, trucks on Pennsylvania.

COMMENTS:

A traffic count was taken during the second measurement period of the Eastbound I-10 traffic. Cars=373, MT=17, HT=54.

SITE: # 12

LOCATION: California Rd. East of
Beaumont

DATE: January 8, 1991

TIME: 9:25 a.m.

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
59.5	69.0	40.0	67.8	63.3	56.8	47.3	41.3

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
58.7	69.6	39.2	68.3	62.8	54.8	47.8	40.8

PRIMARY NOISE SOURCES:

Traffic on Beaumont, High alt planes.

COMMENTS:

A traffic count was taken during the second measurement period of all Beaumont Ave traffic. Cars=117 MT=7, HT=10.

Exhibit A (Part 4)

Noise Measurement Results

SITE: # 13

LOCATION: Northwest corner of B ST. & Vieille
South of I-10.

DATE: January 8, 1991
TIME: 11:30 a.m.

MEASURED VALUES (dBA)

EQ	Lmax	Lmin	L1	L10	L50	L90	L99
74	70.6	50.5	65.3	58.3	54.8	51.8	50.8

MEASURED VALUES (dBA)

EQ	Lmax	Lmin	L1	L10	L50	L90	L99
78	66.4	50.6	63.8	58.3	54.8	52.3	50.8

PRIMARY NOISE SOURCES:

Freeway Traffic, Industrial yard

COMMENTS:

A traffic count was taken of Eastbound I-10
traffic during the second measurement period.
Cars=274, MT= 24, HT = 35. Lmax: Truck.

SITE: # 13

LOCATION: Jack Rabbit Rd. South of I-60.

DATE: January 8, 1991
TIME: 12:55 p.m.

MEASURED VALUES (dBA)

EQ	Lmax	Lmin	L1	L10	L50	L90	L99
75	80.2	46.4	69.8	61.3	57.8	53.8	48.8

MEASURED VALUES (dBA)

EQ	Lmax	Lmin	L1	L10	L50	L90	L99
76	80.7	45.5	73.8	61.3	58.3	53.3	46.8

PRIMARY NOISE SOURCES:

Freeway Traffic.

COMMENTS:

A traffic count was taken of all Route 60
traffic during the second measurement period.
Cars=190, MT= 9, HT = 23. Lmax: Truck.

SITE: # 14

LOCATION: San Timeteo Canyon Rd.
North of I-10.

DATE: January 8, 1991
TIME: 12:15 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
62.4	78.3	49.6	74.3	65.8	55.3	51.3	50.3

MEASURED VALUES (dBA)

LEQ	Lmax	Lmin	L1	L10	L50	L90	L99
62.3	76.5	51.3	73.3	65.3	57.3	53.8	51.8

PRIMARY NOISE SOURCES:

Freeway traffic.

COMMENTS:

A traffic count was taken during the
second measurement period of all
Westbound I-10 traffic.
Cars=200, MT=8, HT=25.

NOISE CONTROL

Article 1. General Provisions, §§ 4-6-1—4-6-16

ARTICLE 1. GENERAL PROVISIONS*

Sec. 4-6-1. Declaration of policy.

In order to control unnecessary, excessive and annoying sounds emanating from unincorporated areas of the County, it is hereby declared to be the policy of the County to prohibit such sounds generated from all sources as specified in this article.

It is determined that certain sound levels are detrimental to the public health, welfare and safety, and contrary to public interest. (Ord. No. 2700, § 1, 9-19-73)

Sec. 4-6-2. Definitions.

The following words, phrases and terms as used in this article shall have the meaning as indicated below:

Ambient noise level shall mean the all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding the alleged offensive noise, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

Cumulative period shall mean an additive period of time composed of individual time segments which may be continuous or interrupted.

Decibel (dB) shall mean a unit which denotes the ratio between two (2) quantities which are proportional to power: the number of decibels corresponding to the ratio of two (2) amounts of power is ten (10) times the logarithm to the base ten (10) of this ratio.

Dwelling unit shall mean a single unit providing complete, independent living facilities for one or more persons including permanent provisions for living, sleeping, eating, cooking and sanitation.

Emergency machinery, vehicle or work shall mean any machinery, vehicle or work used; em-

ployed or performed in an effort to protect, provide or restore safe conditions in the community or for the citizenry, or work by private or public utilities when restoring utility service.

Fired noise source shall mean a stationary device which creates sounds while fixed or motionless, including but not limited to industrial and commercial machinery and equipment, pumps, fans, compressors, generators, air conditioners and refrigeration equipment.

Grading shall mean any excavating or filling of earth material, or any combination thereof, conducted at a site to prepare said site for construction or other improvements thereon.

Impact noise shall mean the noise produced by the collision of one mass in motion with a second mass which may be either in motion or at rest.

Mobile noise source shall mean any noise source other than a fixed noise source.

Noise level shall mean the "A" weighted sound pressure level in decibels obtained by using a sound level meter at slow response with a reference pressure of twenty (20) microneutons per square meter. The unit of measurement shall be designated as dB(A).

Person shall mean a person, firm, association, copartnership, joint venture, corporation or any entity, public or private in nature.

Residential property shall mean a parcel of real property which is developed and used either in part or in whole for residential purposes, other than transient uses such as hotels and motels.

Simple tone noise shall mean a noise characterized by a predominant frequency or frequencies so that other frequencies cannot be readily distinguished.

Sound level meter shall mean an instrument meeting American National Standard Institute's Standard S1.4-1971 for Type 1 or Type 2 sound level meters or an instrument and the

*Editor's note—Ord. No. 2700, § 1, adopted Sept. 19, 1973, amended this Code by adding Div. 6, Art. 1, §§ 4-6-1—4-6-16 to read as herein set out.

ciated recording and analyzing equipment
h will provide equivalent data.

und pressure level of a sound, in decibels,
l mean twenty (20) times the logarithm
ie base ten (10) of the ratio of the pres-
of the sound to a reference pressure, which
rence pressure shall be explicitly stated.
l. No. 2700, § 1, 9-19-73; Ord. No. 2870,
10-1-75)

4-6-3. Noise level measurement criteria.
ny noise level measurements made pursuant
he provisions of this article shall be per-
ed using a sound level meter as defined in
on 4-6-2. (Ord. No. 2700, § 1, 9-19-73)

4-6-4. Designated noise zone.
e entire territory of Orange County, in-
ng incorporated and unincorporated terri-
, is hereby designated as "Noise Zone 1."
l. No. 2700, § 1, 9-19-73; Ord. No. 2870,
10-1-75)

4-6-5. Exterior noise standards.
) The following noise standards, unless
rwise specifically indicated, shall apply to
esidential property within a designated
e zone:

NOISE STANDARDS		
Noise Zone	Noise Level	Time Period
1	55 dB(A)	7:00 a.m.—
		10:00 p.m.
	50 dB(A)	10:00 p.m.— 7:00 a.m.

the event the alleged offensive noise con-
sists entirely of impact noise, simple tone noise,
ch, music, or any combination thereof, each
he above noise levels shall be reduced by
(5) dB(A).

b) It shall be unlawful for any person at
any location within the unincorporated area of
County to create any noise, or to allow the
tion of any noise on property owned,
d, occupied, or otherwise controlled by
person, when the foregoing causes the
e level, when measured on any other resi-
dential property, either incorporated or unin-
corporated, to exceed:

The noise standard for a cumulative pe-
riod of more than thirty (30) minutes in
any hour; or

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- (2) The noise standard plus five (5) dB(A) for a cumulative period of more than fifteen (15) minutes in any hour; or
- (3) The noise standard plus ten (10) dB(A) for a cumulative period of more than five (5) minutes in any hour; or
- (4) The noise standard plus fifteen (15) dB(A) for a cumulative period of more than one (1) minute in any hour; or
- (5) The noise standard plus twenty (20) dB(A) for any period of time.

(c) In the event the ambient noise level exceeds any of the first four (4) noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2715, § 1, 11-13-73; Ord. No. 2870, § 1, 10-1-75)

Sec. 4-6-6. Interior noise standards.

(a) The following interior noise standards, unless otherwise specifically indicated, shall apply to all residential property within a designated noise zone:

INTERIOR NOISE STANDARDS		
Noise Zone	Noise Level	Time Period
1	55 dB(A)	7:00 a.m.—
		10:00 p.m.
	45 dB(A)	10:00 p.m.— 7:00 a.m.

In the event the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by five (5) dB(A).

(b) It shall be unlawful for any person at any location within the unincorporated area of the County to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured within any other dwelling unit on any residential property, either incorporated or unincorporated, to exceed:

- (1) The interior noise standard for a cumulative period of more than five (5) minutes in any hour; or

2) The interior noise standard plus five (5) db(A) for a cumulative period of more than one (1) minute in any hour; or

3) The interior noise standard plus ten (10) db(A) for any period of time.

(c) In the event the ambient noise level exceeds either of the first two (2) noise limit categories above, the cumulative period applicable to said category shall be increased to effect said ambient noise level. In the event the ambient noise level exceeds the third noise limit category the maximum allowable noise level under said category shall be increased to effect the maximum ambient noise level. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2715, § 1, 11-13-73; Ord. No. 2870, § 1, 10-1-75)

Sec. 4-6-7. Special provisions.

The following activities shall be exempted from the provisions of this article:

a) Activities conducted on the grounds of any public or private nursery, elementary, intermediate or secondary school or college.

b) Outdoor gatherings, public dances and shows, provided said events are conducted pursuant to a license issued by the County of Orange pursuant to Title 5 of the Codified Ordinances of the County of Orange.

c) Activities conducted on any park or playground, provided such park or playground is owned and operated by a public entity.

d) Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle or work.

e) Noise sources associated with construction, repair, remodeling, or grading of any real property, provided said activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a Federal holiday.

f) All mechanical devices, apparatus or equipment which are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions.

g) Mobile noise sources associated with agricultural operations, provided such opera-

tions do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a Federal holiday.

(h) Mobile noise sources associated with agricultural pest control through pesticide application, provided that the application is made in accordance with restricted material permits issued by or regulations enforced by the Agricultural Commissioner.

(i) Noise sources associated with the maintenance of real property, provided said activities take place between 7:00 a.m. and 8:00 p.m. on any day except Sunday or a Federal holiday, or between the hours of 9:00 a.m. and 8:00 p.m. on Sunday or a Federal holiday.

(j) Any activity to the extent regulation thereof has been preempted by State or Federal law. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2715, § 1, 11-13-73; Ord. No. 2870, § 1, 10-1-75)

Sec. 4-6-8. Schools, hospitals and churches; special provisions.

It shall be unlawful for any person to create any noise which causes the noise level at any school, hospital or church while the same is in use to exceed the noise limits as specified in section 4-6-5 prescribed for the assigned noise zone in which the school, hospital or church is located, or which noise level unreasonably interferes with the use of such institutions or which unreasonably disturbs or annoys patients in the hospital, provided conspicuous signs are displayed in three (3) separate locations within one-tenth of a mile of the institution indicating the presence of a school, church or hospital. (Ord. No. 2700, § 1, 9-19-73)

Sec. 4-6-8.1. Motor vehicle racing.

It shall be unlawful to conduct motor vehicle racing, testing, timing or similar noise-producing activities at raceways, speedways, off-road vehicle courses, drag strips or other similar places, including, but not limited to, the operation of midget race cars, drag cars, motorcycles, off-road vehicles, and specialty automobiles, between the hours of 11:30 p.m. and 8:00 a.m. (Ord. No. 3093, § 1, 10-24-78)

4-6-9. Air conditioning and refrigeration; special provisions.

During the five-year period following the effective date of this article, the noise standards enumerated in sections 4-6-5 and 4-6-6 shall be increased eight (8) db(A) where the alleged offensive noise source is an air conditioning or refrigeration system or associated equipment which was installed prior to the effective date of this article. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2715, § 1, 11-13-73)

4-6-10. Noise level measurement.

The location selected for measuring exterior noise levels shall be at any point on the affected property. Interior noise measurements shall be made within the affected dwelling. The measurement shall be made at a distance of at least four (4) feet from the wall, ceiling, or floor nearest the alleged offensive noise source and may be made with the windows of the affected unit open. (Ord. No. 2700, 9-19-73; Ord. No. 2870, § 1, 10-1-75)

4-6-11. Manner of enforcement.

The Orange County Sheriff, the County Health Officer and their duly authorized representatives are directed to enforce the provisions of this article. The Orange County Sheriff, County Health Officer and their duly authorized representatives are authorized, pursuant to Penal Code section 836.5, to arrest any person without a warrant when they have reasonable cause to believe that such person has committed a misdemeanor in their presence.

No person shall interfere with, oppose or restrain any authorized person charged with the enforcement of this article while such person is engaged in the performance of his duty. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2715, § 1, 11-13-73)

4-6-12. Variance procedure.

The owner or operator of a noise source which violates any of the provisions of this article shall file an application with the Health Officer for a variance from the provisions thereof. In said application said owner or operator shall set forth the actions taken to comply with said provisions, and the reasons why immediate compliance cannot

be achieved, a proposed method of achieving compliance, and a proposed time schedule for its accomplishment. Said application shall be accompanied by a fee in the amount of seventy-five dollars (\$75.00). A separate application shall be filed for each noise source; provided, however, that several mobile sources under common ownership, or several fixed sources on a single property may be combined into one (1) application. Upon receipt of said application and fee, the Health Officer shall refer it with his recommendation thereon within thirty (30) days to the Noise Variance Board for action thereon in accordance with the provisions of this article.

An applicant for a variance shall remain subject to prosecution under the terms of this article until a variance is granted. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2715, § 1, 11-13-73)

Sec. 4-6-13. Noise Variance Board.

There is hereby created a Noise Variance Board consisting of five (5) members. Two (2) of the members shall be professional engineers, one (1) of whom shall have demonstrated knowledge and experience in the field of acoustics, and one (1) of whom shall be a registered mechanical engineer. One (1) member shall be a physician licensed in this State, qualified in the field of physiological effects of noise. One (1) member shall be a representative of business and industry. One (1) member shall be a representative of the general public.

The Noise Variance Board shall evaluate all applications for variance from the requirements of this article and may grant said variances with respect to time for compliance, subject to such terms, conditions and requirements as it may deem reasonable to achieve maximum compliance with the provisions of this article. Said terms, conditions, and requirements may include but shall not be limited to limitations on noise levels and operating hours. Each such variance shall set forth in detail the approved method of achieving maximum compliance and a time schedule for its accomplishment. In its determinations said Board shall consider the magnitude of nuisance caused by the offensive noise; the uses of property within the area of impingement by the

ise; the time factors related to study, design, financing and construction of remedial work; the economic factors related to age and useful life of equipment; and the general public interest and welfare. Any variance granted by said Board shall be by resolution and shall be transmitted to the Health Officer for enforcement. Any violation of the terms of said variance shall be unlawful.

Members of the Variance Board shall be appointed by, and shall serve at the pleasure of, the Board of Supervisors. Said Board shall adopt reasonable rules and regulations for its own procedures in carrying out its functions under the provisions of this article.

Three (3) members shall constitute a quorum and at least three (3) affirmative votes shall be required in support of any action.

The Health Officer, or his appointed representative, shall be a nonvoting ex officio member of the Variance Board, and shall act as secretary of the Board.

Meetings of the Noise Variance Board shall be held at the call of the Secretary and at such times and locations as said Board shall determine. All such meetings shall be open to the public.

Traveling and other expenses incurred by each Board member in the performance of his official duties shall be reimbursed at a rate determined by resolution of the Board of Supervisors. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2870, § 1, 11-13-73; Ord. No. 2870, § 1, 10-1-73)

c. 4-6-14. Appeals.

Within fifteen (15) days following the decision of the Variance Board on an application by an applicant, the Health Officer, or any member of the Board of Supervisors, may appeal the decision to the Board of Supervisors by filing a notice of appeal with the Secretary of the Variance Board. In the case of an appeal by the applicant for a variance the notice of appeal shall be accompanied by a fee to be computed by the Secretary on the basis of the estimated cost of preparing the materials required to be forwarded to the Board of Supervisors as discussed hereafter. If the actual cost of such preparation differs from the estimated cost

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appropriate payments shall be made either to or by the secretary.

Within fifteen (15) days following receipt of a notice of appeal and the appeal fee the Secretary of the Variance Board shall forward to the Board of Supervisors copies of the application for variance; the recommendation of the Health Officer; the notice of appeal; all evidence concerning said application received by the Variance Board and its decision thereon. In addition any person may file with the Board of Supervisors written arguments supporting or attacking said decision and the Board may in its discretion hear oral arguments thereon. The Clerk of the Board shall mail to the applicant a notice of the date set for hearing of the appeal. The notice shall be mailed at least ten (10) days prior to the hearing date.

Within sixty (60) days following its receipt of the notice of appeal the Board of Supervisors shall either affirm, modify or reverse the decision of the Variance Board. Such decision shall be based upon the Board's evaluation of the matters submitted to the Board in light of the powers conferred on the Variance Board and the factors to be considered, both as enumerated in sections 4-6-12 and 4-6-13.

As part of its decision the Board may direct the Variance Board to conduct further proceedings on said application. Failure of the Board of Supervisors to affirm, modify or reverse the decision of the Variance Board within said sixty-day period shall constitute an affirmance of the decision. (Ord. No. 2715, § 1, 11-13-73)

Sec. 4-6-15. Violations; misdemeanors.

Any person violating any of the provisions of this article shall be deemed guilty of a misdemeanor. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such. The provisions of this article shall not be construed as permitting conduct not prescribed herein and shall not affect the enforceability of any other applicable provisions of law. (Ord. No. 2700, § 1, 9-19-73; Ord. No. 2715, § 1, 11-13-73)

Sec. 4-6-16. Delay in implementation.

None of the provisions of this article shall apply to a fixed noise source during the period

commencing October 19, 1973, and terminating
every (90) days thereafter. (Ord. No. 2700,
9-19-73; Ord. No. 2715, § 2, 11-13-73)

APPENDIX C - GLOSSARY

A. WEIGHTED AVERAGE LEVEL. The sound pressure level in decibels is the sum of the sound level multiplied by the A-weighting factor. The A-weighting factor represents the very low and very high frequency components of the sound level. The sound level is the sum of the sound level and the A-weighting factor. A numerical method of sound level calculation is included.

AVERAGE SOUND LEVEL. The average sound level from all sources and over the 24-hour period. The average sound level is the sum of the sound level and the A-weighting factor. A numerical method of sound level calculation is included.

CUMULATIVE SOUND EQUIVALENT LEVEL (CNEL). The average sound level in decibels is the sum of the sound level and the A-weighting factor. The sound level is the sum of the sound level and the A-weighting factor. A numerical method of sound level calculation is included.

DAY NIGHT AVERAGE LEVEL (DNL). The average sound level in decibels is the sum of the sound level and the A-weighting factor. The sound level is the sum of the sound level and the A-weighting factor. A numerical method of sound level calculation is included.

DAY-NIGHT LEVEL. A unit for measuring the average sound level in decibels is the sum of the sound level and the A-weighting factor. The sound level is the sum of the sound level and the A-weighting factor. A numerical method of sound level calculation is included.

DECEL. A unit for measuring the average sound level in decibels is the sum of the sound level and the A-weighting factor. The sound level is the sum of the sound level and the A-weighting factor. A numerical method of sound level calculation is included.

EXPOSURE SOUND LEVEL (ESL). The sound level corresponding to a steady state sound level is the sum of the sound level and the A-weighting factor. The sound level is the sum of the sound level and the A-weighting factor. A numerical method of sound level calculation is included.

EXPOSURE. The number of hours per week that a sound pressure level is exposed to the prevailing sound level. The unit of exposure is the hour. The sound level is the sum of the sound level and the A-weighting factor. A numerical method of sound level calculation is included.

EXPOSURE SOUND. The sound which is the sum of the sound level and the A-weighting factor. The sound level is the sum of the sound level and the A-weighting factor. A numerical method of sound level calculation is included.

ESL. The sound level corresponding to a steady state sound level is the sum of the sound level and the A-weighting factor. The sound level is the sum of the sound level and the A-weighting factor. A numerical method of sound level calculation is included.

ESL. Any sound level in decibels which is indicated by the sound level in decibels and the A-weighting factor. The sound level is the sum of the sound level and the A-weighting factor. A numerical method of sound level calculation is included.

[The next page is 1455]

APPENDIX C - GLOSSARY

A-WEIGHTED SOUND LEVEL. The sound pressure level in decibels as measured on a sound level meter using the A-Weighted filter network. The A-Weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgement of loudness.

AMBIENT NOISE LEVEL. The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL). The average equivalent A-Weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of ten (10) decibels to sound levels in the night before 7 a.m. and after 10 p.m.

DAY-NIGHT AVERAGE LEVEL (LDN). The average equivalent A-Weighted sound level during a 24-hour day, obtained after addition of ten (10) decibels to sound levels in the night before 7 a.m. and after 10 p.m.

DECIBEL (dB). A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A). A-weighted sound level (see definition above)

EQUIVALENT SOUND LEVEL (LEQ). The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level. The energy average noise level during the sample period.

FREQUENCY. The number of times per second that a sound pressure signal oscillates about the prevailing atmosphere pressure. The unit of frequency is the hertz. The abbreviation is Hz.

INTRUSIVE NOISE. That noise which intrudes over and above the ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or informational content as well as the prevailing ambient noise level.

L10. The A-Weighted sound level exceeded 10 percent of the sample time. Similarly L50, L90, L99, etc.

NOISE. Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise

annoying. The State Noise Control Act defines noise as "...excessive undesirable sound..."

NOISE ATTENUATION. The ability of a material, substance, or medium to reduce the noise level from one place to another or between one room and another. Noise attenuation is specified in decibels.

NOISE EXPOSURE CONTOURS. Lines drawn around a noise source indicating constant or equal level of noise exposure. CNEL and LDN are typical metrics used.

NOISE SENSITIVE LAND USE. Those specific land uses which have associated indoor and/or outdoor human activities that may be subject to stress and/or significant interference from noise produced by community sound sources. Such human activity typically occurs daily for continuous periods of 24 hours or is of such a nature that noise is significantly disruptive to activities that occur for short periods. Specifically, noise sensitive land uses include: residences of all types, hospitals, places of worship and schools.

SOUND LEVEL (NOISE LEVEL). The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

SOUND LEVEL METER. An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

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